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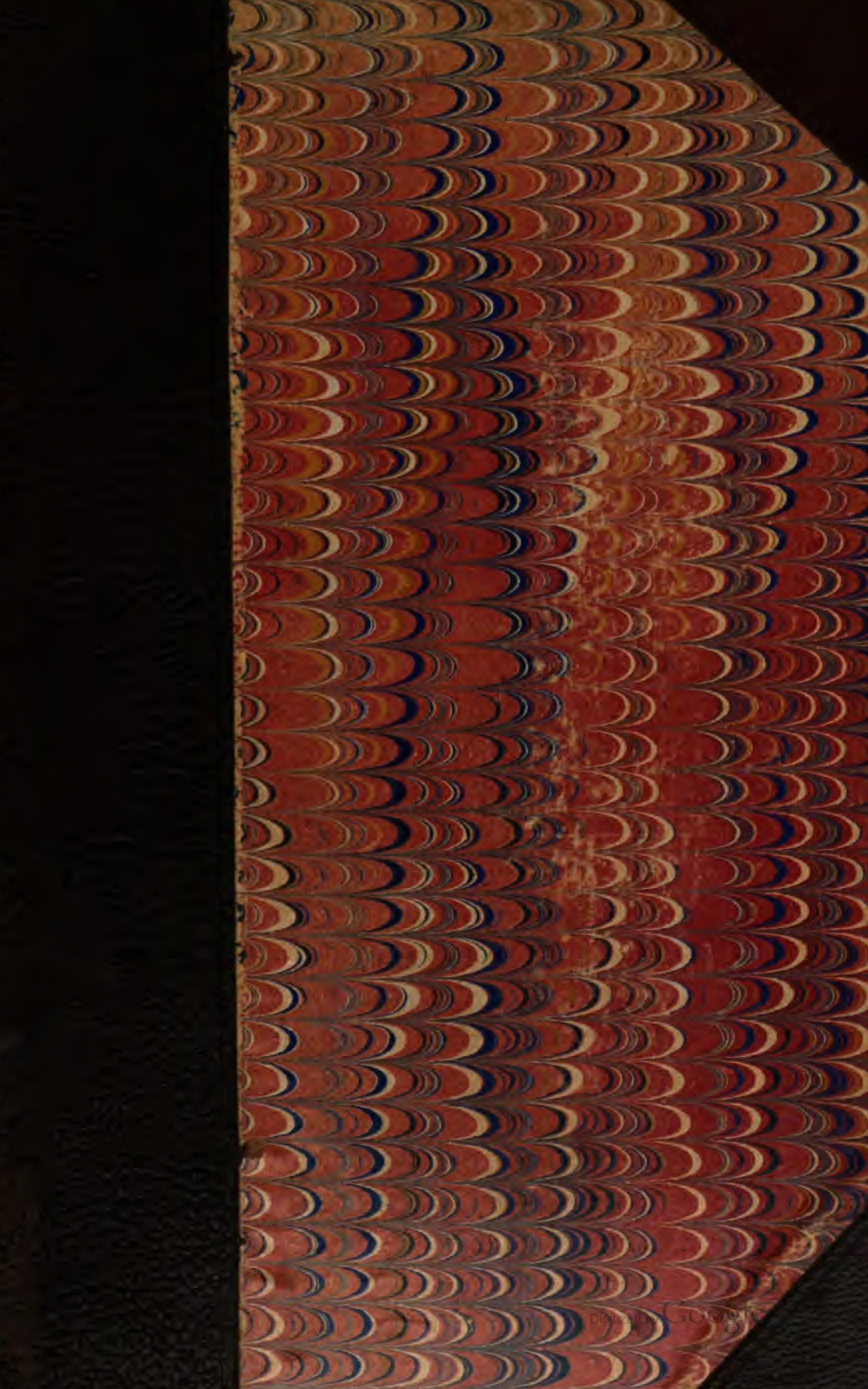
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CORRESPONDENCE

RELATIVE TO THE

FISHERIES QUESTION

1885-87.

VOL

PRESENTED TO PARLIAMENT BY COMMAND OF HIS EXCELLENCY THE
GOVERNOR GENERAL, 3RD MAY, 1887.



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No. 1.

Minister at Washington to the Governor-General.

BRITISH LEGATION,

WASHINGTON, 25th June, 1885.

MY LORD,—I have the honour to transmit to your Excellency herewith copies of a treasury circular relating to the termination of the Fishery articles of the Treaty of Washington which I have received from the United States Government.

I have, &c.,

(Sd.)

L. S. S. WRST.

His Excellency

The MARQUIS OF LANSDOWNE.

[Enclosure No. 1.]

CIRCULAR.

TERMINATION OF CERTAIN ARTICLES OF THE TREATY OF WASHINGTON.

1885.

DEPARTMENT No. 87,

DEVISION OF CUSTOMS.

TREASURY DEPARTMENT,

Office of the Secretary,

WASHINGTON, D.C., June 17th, 1885.

To Collectors of Customs :

Under joint resolution of March 3rd, 1883, and the proclamation of the President of the United States of the 31th January, 1885, certain articles of the Treaty of Washington of 1871, including article 21, terminate on the 1st day of July, 1885.

In view of such termination of the provisions of article 21, collectors of customs are instructed that "fish oil and fish of all kinds," the produce of the fisheries of the Dominion of Canada, Prince Edward Island and Newfoundland, which may be imported into the United States from and after the said 1st of July, 1885, will be liable to duty under the existing tariff laws, without regard to their origin.

(Sd.)

DANIEL MANNING,

Secretary.

No. 2.

Governor-General to Secretary of State.

OTTAWA, 9th July, 1885.

SIR,—With reference to previous correspondence relating to the negotiations between Her Majesty's Government and the Government of the United States having for their object the conclusion of a temporary arrangement as to the fisheries on the basis proposed in the memo. of the Secretary of State of the United States, a copy of which I had the honour to transmit to the Earl of Derby in my despatch No. 134 of

the 28th April last, I have now the honour to forward, herewith, for your information a copy of a despatch which I have received from Her Majesty's Minister at Washington, enclosing copies of the correspondence which has passed between Mr. West and Mr. Bayard in the course of the negotiations, and in which the agreements concluded in this matter between the two Powers is embodied.

I have, etc.,

The Right Honorable
The SECRETARY OF STATE
For the Colonies.

(Sd.) LANSDOWNE.

[Enclosure No. 1.]

Minister at Washington to Governor-General.

WASHINGTON, 22nd June, 1885.

MY LORD,—With reference to the correspondence which has passed concerning the temporary arrangement proposed by the Secretary of State, in his memorandum, copy of which was enclosed in my despatch to your Excellency, No. 50 of the 23rd of April last, in consequence of the termination of the fishery articles of the Treaty of Washington on the 1st July next, I have the honour to inform your Excellency that I have been authorized by Earl Granville to negotiate such an arrangement, following as closely as possible the wishes of the Colonial Governments and on the distinct understanding that it is of a temporary nature and without prejudice to equivalents which might be required in a more permanent settlement. I therefore communicated to the Secretary of State the replies of Your Excellency's Government and of that of Newfoundland as conveyed to me by Earl Granville to the proposals contained in Mr. Bayard's above mentioned memo., and on the 19th I received from him a confidential letter, copy of which is herewith enclosed, in which he assumes that the replies of Your Excellency's Government and that of Newfoundland, embrace the acceptance by them of the general features of his memorandum with the understanding expressed on their side that *the agreement had been arrived at under circumstances affording prospect of negotiation for the development and extension of trade between the United States and British North America*, and to which contingent understanding he states that he has no objection. To this communication I replied in a confidential letter, copy of which is enclosed, reiterating the assertions made by the Colonial Governments and stating that they have consented to the arrangement solely as a mark of good will to the Government and people of the United States.

On the 20th I received an official note from the Secretary of State, copy of which is also enclosed, in which he states, that perceiving no substantial differences between the respective propositions and the statement as contained in the correspondence on the subject, he considers the agreement as embodied in the memoranda and correspondence as thus concluded, and that public notification to that effect will be given in a few days by the President.

As no direct allusion was made in this note to the circumstances under which the agreement had been reached, I called on Mr. Bayard and pointed this out to him and he has thereupon addressed to me a further note, copy of which is enclosed.

As I considered this communication satisfactory, I replied to it by the note, copy of which I have the honour to enclose to your Excellency herewith, stating that I considered the agreement as concluded and that I should inform Her Majesty's Government, the Government of Canada and the Government of Newfoundland accordingly.

In negotiating this agreement I have endeavoured as far as possible to meet the wishes of Your Excellency's Government and I trust that it may meet with approval.

I have, &c.,

(Sd.) L. S. S. WEST.

His Excellency
The MARQUIS OF LANSDOWNE.

[Enclosure No. 2.]

From Mr. T. F. Bayard to Sir L. S. S. West.

DEPARTMENT OF STATE,
WASHINGTON, June 19th, 1885.

MY DEAR MR. WEST:

I assume that the two memoranda you handed to me on the 13th instant, embrace the acceptance by the Dominion and the British-American coast provinces of the

general features of my memo. of April 21st, concerning a temporary arrangement respecting the fisheries, with the understanding expressed on their side that the "agreement has been arrived at under circumstances affording prospect of negotiation for development and extension of trade between the United States and British North America."

To such a contingent understanding I have no objection, indeed, I regard it as covered by the statement in my memo. of April 21st that the arrangement therein contemplated would be reached with the understanding that the President of the United States would bring the whole question of the Fisheries before Congress at its next session in December, and recommend the appointment of a Commission in which the governments of the United States and of Great Britain should be respectively represented, which Commission should be charged with the consideration and settlement upon a just, equitable and honourable basis, of the entire question of the fishing rights of the two governments and their respective citizens, on the coast of the United States and British North America.

The equities of the question being before such a mixed Commission would doubtless have the fullest latitude of expression and treatment on both sides, and the purpose in view being the maintenance of good neighbourhood and intercourse between the two countries, the recommendation of any measures which the Commission might deem necessary to attain those ends would seem to fall within its province, and such recommendation could not fail to receive attentive consideration.

I am not, therefore, prepared to state limits to the proposals to be brought forward in the suggested Commission on behalf of either party.

I believe this statement will be satisfactory to you, and I shall be pleased to be informed at the earliest day practicable of your acceptance of the understanding on behalf of British North America, and by this simple exchange of notes and memoranda the agreement will be completed in season to enable the President to make the result publicly known to the citizens engaged in fishing on the British-American Atlantic coast.

I have, &c.,

(Sd.)

T. F. BAYARD.

The Honourable

SIR LIONEL S. SACKVILLE WEST, *K.C.M.G.*

[Enclosure No. 3.]

From Sir L. S. S. West to Mr. Bayard.

WASHINGTON, June 20th, 1885.

MY DEAR MR. BAYARD:

I beg to acknowledge the receipt of your note of yesterday's date concerning the proposed temporary arrangement respecting the fisheries which I am authorized by Her Majesty's Government to negotiate with you on behalf of the Government of the Dominion of Canada and the Government of Newfoundland to be effected by an exchange of notes founded on your memorandum of the 21st April.

The two confidential memoranda which I handed to you on the 13th instant, contain as you assume the acceptance by the Dominion and the British American Coast Provinces of the general features of your above mentioned memorandum, with the understanding expressed on their side that the agreement has been arrived at under circumstances affording prospect of negotiation for the development and extension of trade between the United States and British North America, a contingent understanding to which, as you state, you can have no objection as you regard it as covered by the terms of your memo. of April 21st.

In authorizing me to negotiate this agreement Earl Granville states as I have already had occasion to intimate to you that it is on the distinct understanding that it is a temporary one and that its conclusion must not be held to prejudice any claim which may be advanced to more satisfactory equivalents by the Colonial Governments in the course of the negotiations for a more permanent settlement.

Earl Granville further wishes me to tell you that Her Majesty's Government and the Colonial Government have consented to the arrangement solely as a mark of good will to the Government and people of the United States, and to avoid difficulties which might be raised by the termination of the fishery articles in the midst of the fishing season, and also the acceptance of such *modus vivendi* does not by any implication affect the value of the inshore fisheries by the Governments of Canada and Newfoundland.

I had occasion to remark to you that while the Colonial Governments are asked to guarantee immunity from interference to American vessels resorting to Canadian waters, no such immunity is offered in your memorandum to Canadian vessels resorting to American waters, but that the Dominion Government presumed that the agreement in this respect would be mutual.

18b-1½

As you accepted this view it would I think be as well that mention should be made to this effect in the notes.

Under the reservations as above indicated in which I believe you acquiesce, I am prepared to accept the understanding on behalf of British North America and to exchange notes in the above sense.

I have, &c.,

(Sd.) L. WEST.

The Honorable
T. F. BAYARD.

[Enclosure No. 4.]

Mr. Bayard to Sir L. S. S. West.

DEPARTMENT OF STATE,
WASHINGTON, 20th June, 1885.

SIR,—I have just received your note of to-day's date in regard to the proposed temporary arrangement touching the fisheries.

Undoubtedly it is our clear and mutual understanding that the arrangement now made is only temporary, and it proceeds from the mutual good will of our respective governments, and solely to avoid all difficulties which might otherwise arise from the termination of the fishing of 1885 in the midst of the season.

I understand, also, that the same immunity which is accorded by this agreement to the vessels belonging to the citizens of the United States engaged in fishing in the British-American waters will be extended to British vessels and subjects engaged in fishing in the waters of the United States.

Perceiving, therefore, no substantial difference between our respective propositions and these statements as contained in our correspondence on the subject, I shall consider the agreement as embodied in our memoranda and the Correspondence between us as thus concluded; and public notification to that effect will be given in a few days by the President.

I have, &c.,

(Sd.) T. F. BAYARD.

The Honorable
SIR LEONEL S. SACKVILLE WEST, K.C.M.G.

[Enclosure No. 5.]

Mr. Bayard to Sir L. S. S. West.

DEPARTMENT OF STATE,
WASHINGTON, 22nd June, 1885.

SIR,—In compliance with your verbal request that I should re-state part of my note to you of the 19th, I repeat that the arrangement whereby a *modus vivendi* on the fishery question has been reached, rests on the memoranda and correspondence exchanged; that your memo. of the 13th instant expressed the understanding on your side that the agreement has been arrived at under circumstances affording prospects of negotiation for the development and extension of trade "between the United States and British North America," that I not only had no objection to such an understanding, but in fact regarded it as amply embraced in our proposal to recommend a commission to deal with the whole subject in the interests of good neighbourhood and intercourse, and that the recommendation of any measures which the commission might deem necessary to attain those ends would seem to fall within its province and such recommendations could not fail to have attentive consideration.

Having thus, not only admitted the proviso of your memo. in your own language, but gone still further and pointed out that no limits would be set, so far as I was concerned, to the proposals to be brought forward in the suggested commission on behalf of either party, I do not see how it is possible for me to give any stronger assurance that the understanding has been reached under circumstances affording a prospect of negotiation for the development and extension of trade between the United States and British North America.

I have, &c.,

(Sd.) T. F. BAYARD.

The Honourable,
SIR LEONEL S. SACKVILLE WEST, K.C.M.G.

[Enclosure No. 6]

Minister at Washington to Mr. Bayard.

WASHINGTON, June 22nd, 1885.

Sir,—I have the honor to acknowledge the receipt of your notes of the 20th and 22nd instant, in regard to the proposed temporary arrangement touching the fisheries, in which you state that it is our clear and mutual understanding that such arrangement is only temporary, and that it proceeds from the mutual good will of our respective governments, and solely to avoid all difficulties which might otherwise arise from the termination of the fishing of 1885 in the midst of the season.

Also that the same immunity which is accorded by this agreement to the vessels belonging to the citizens of the United States engaged in fishing in the British American waters will be extended to British vessels and subjects engaged in fishing in the waters of the United States, and that the agreement has been reached under circumstances affording a prospect of negotiation for the development and extension of trade between the United States and British North America.

As therefore there exists no substantial difference between our respective propositions and the statements as contained in our correspondence on the subject I shall consider the agreement as embodied in our memoranda and the correspondence between us as thus concluded and shall inform Her Majesty's Government and the governments of the Dominion of Canada and Newfoundland accordingly.

I have, &c.,

(Sd.)

L. WEST.

The Honourable T. F. BAYARD.

No. 3.

Governor General to Secretary of State.

OTTAWA, 9th July, 1885.

SIR,—With reference to my despatch No 212 of this day, and previous correspondence relating to the termination of the operation of the fishery clauses of the Treaty of Washington, I have the honour to forward herewith for your information a copy of a despatch from Her Majesty's Minister at Washington, transmitting a copy of a Treasury circular issued to United States' Collectors of Customs on the subject of the duties to which imports of fish and fish products from Canada are liable after the 1st July of the present year.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable,
The Secretary of State for the Colonies.

No. 4.

Minister at Washington to Governor General.

WASHINGTON, 16th July, 1885.

MY LORD,—In connection with the fisheries question I have the honour to enclose to Your Excellency herewith an article from the "Nation" newspaper, setting forth the advantages which accrued to both countries under the treaties of 1854 and 1871.

I have, &c.,

(Sd.)

L. S. S. WEST.

His Excellency,
THE MARQUIS OF LANSDOWNE.

[Enclosure No. 1.]

[Extract from the *Nation* of July 9th, 1885 :—]

THE FISHERIES.

No more apt illustration can be found of the folly of a protective tariff than that which the periodical recurrence of the fisheries dispute affords. If Canada and the United States were joined together by a political union all commercial and industrial bickering between the

two countries would cease at once. There would be no more cause of irritation than there is between the fishermen of New York and those of New Jersey. We should never hear of the shore line, and the headland, and the marine league, and the right to buy bait and to cure fish, and the other unpleasant controversies which are now vexing the statesmen of the two countries. If all these commercial questions could be put at rest as to both, by a political resolution in which both should unite, why may they not be settled by a treaty? Simply because the country has got its head set on the notion that every body who produces anything that can be imported from abroad must be protected against foreign competition. The Treaty of Washington, which admitted fish and fish oil free of duty in return for the privileges accorded to American fishermen in Canadian waters, was forced upon the Gloucester fishermen against their protest, and they have never ceased to consider themselves badly used by it—not because they have any natural right to shut out other people's fish from the market, but because they see other people's iron, woollen, and cotton goods shut out for the benefit of American producers and manufacturers. In order to vindicate the "great principle" in behalf of fish and blubber, we gave notice of the termination of the fishery clauses of the treaty, and now we are in hot water again, as we have been half a-dozen times before.

Yet it is within the recollection of most of our readers that for ten years prior to 1864 there was peace and content between the two countries under the Reciprocity Treaty. The products of the soil, the mines, the forests and the waters were admitted free of duty into both countries, and nobody fancied himself harmed on either side of the border. But the Morrill tariff was passed in 1861, and straightway the lumbermen, the fishermen, the coal miners, the potato growers, the stone quarriers, and even the ice cutters began to clamour for protection. The friends of the Morrill tariff saw that they must maintain their consistency by abrogating the treaty as soon as its terms permitted. Being all powerful in the councils of the nation, they gave notice of its termination, and then we had difficulties and disputes about fishing rights until the *Alabama* claims came up for settlement. In considering these claims it was wisely decided to make one chapter of all outstanding differences between Great Britain and the United States. So the fisheries question and the San Juan Island question were included in the adjustment. England paid us \$15,000,000 for the rebel cruiser depredations and surrendered San Juan Island to us. We paid her \$5,000,000 for the use of the fisheries during the period which had elapsed since the abrogation of the Reciprocity Treaty, and agreed that in consideration of the future use of these privileges, we would admit Canadian fish and oil free of duty—a grant which would have been advantageous to the nation at large, even without any corresponding grant on the other side.

It is too late now—the world has gone forward too far—to make a serious matter of the old Treaty of 1818, which the Gloucester fishermen denounce as a violation of their rights and a thing to be abrogated at all costs and hazards. This treaty conceded to the British authorities the right to forbid American fishing vessels from entering Canadian ports for any purpose except for shelter or to procure wood and water, thus cutting them off from all commercial privileges, and putting into the hands of the Canadians the power to drive our vessels to sea, and forbid the purchase of ice or bait or supplies. This extraordinary concession on our part constitutes the basis of most of the hostile legislation of the Dominion. They ought not to insist upon it. The right to sell is equal to the right to buy. If our fishermen gain anything by purchasing bait and supplies in their ports, the Canadian vendors gain as much. On the other hand, the right to buy is equal to the right to sell. If Canadian fishermen gain anything by selling their mackerel and cod in our markets, the American consumers gain as much. It is a poor rule which will not work both ways. What is wanted now is not a collection of ironclads on the fishing grounds to protect mediæval rights, and enforce an exploded mercantile idea, but an abandonment on both sides of a false principle, which assumes that the producers of a given article have a right to be protected, at the expense of the whole community, against foreign competition.

The abrogation of the Treaty of 1818, which the fishermen now call for, will of course bring up the question of the tariff, since they insist stoutly upon the enforcement of existing duties on fish, and even ask that the ridiculous Treasury regulations, which have multiplied and augmented the restrictions upon trade, shall be enacted into law. One of these regulations declares that "fish, fresh, for consumption," which are free of duty under the general tariff, must not be frozen, since in order to make them fit for consumption, they must first be thawed. Frozen fish, therefore, are put in the same category as smoked or salted fish, and made dutiable at the rate of 50 cents per 100 pounds. Again, if the fish are delivered fresh and unfrozen in the American market, and are not immediately consumed, but are salted or smoked for future use, they become dutiable under the rulings of our wise and vigilant Treasury expounders. These regulations the fishermen insist upon having enacted into law at once, lest some present or future Secretary should take it into his head that fresh fish are all fish not smoked, dried, salted, or pickled. Whatever the most fanatical

protectionists can conceive in the way of restrictions upon commerce they intend to urge upon the Government, demanding, as they say, "only the same protection that is afforded to every other producing industry." The corollary of such a demand is either a succession of "outrages" producing national irritation and leading to armed hostilities, or the purchase on our part of the fishing privileges for which we paid \$5,000,000 a few years ago. We do not imagine that Minister Phelps, or Secretary Bayard, or President Cleveland, or the Congress of the United States will give their sanction to any policy which points to war, or to an annual appropriation of money from the Treasury to buy fishing rights, when they have before them the peaceful and cheap alternative presented by the treaties of 1854 and 1871. As to the decaying doctrine of protection, the time has come to hit whenever it shows its head.

No. 5.

Secretary of State to Governor-General.

DOWNING STREET, 21st July, 1885.

MY LORD,—I understand that Her Majesty's Minister at Washington has communicated to you copies of the notes which have been exchanged between himself and the Government of the United States recording the arrangement recently arrived at with that Government upon the subject of the fisheries.

Her Majesty's Government trust that the terms of the arrangement made between Mr. West and Mr. Bayard are satisfactory to your Government.

I have, &c.,

(Sd.) FRED. STANLEY.

His Excellency

THE GOVERNOR-GENERAL.

No. 6.

Minister at Washington to Governor-General.

WASHINGTON, 21st July, 1885.

MY LORD,—I have the honour to enclose to your Excellency herewith copies of the correspondence on the subject of the agreement between Great Britain and the United States respecting the Fisheries which has been officially published by the U. S. Government.

I have, &c.,

(Sd.)

L. WEST.

His Excellency

The Governor-General.

[Enclosure No. 1.]

AGREEMENT BETWEEN THE UNITED STATES AND GREAT BRITAIN RESPECTING THE FISHERIES.
CONCLUDED JUNE 22ND, 1885.

NOTICE.

By direction of the President, the undersigned, Secretary of State, hereby makes known to all whom it may concern that a temporary diplomatic agreement has been entered into between the Government of the United States and the Government of Her Britannic Majesty in relation to the fishing privileges which were granted by the fishery clauses of the treaty between the United States and Great Britain of May 8th, 1871, whereby the privilege of fishing, which would otherwise have terminated with the treaty clauses on the 1st of July proximo, may continue to be enjoyed by the citizens and subjects of the two countries engaged in fishing operations throughout the season of 1885.

This agreement proceeds from the mutual good-will of the two Governments, and has been reached solely to avoid all misunderstanding and difficulties which might otherwise arise from the abrupt termination of the fishing of 1885 in the midst of the season. The

immunity which is accorded by this agreement to the vessels belonging to citizens of the United States engaged in fishing in the British American waters will likewise be extended to British vessels and subjects engaged in fishing in the waters of the United States.

The joint resolution of Congress of March 3rd, 1883, providing for the termination of the fishing articles of the treaty of May 8th, 1871, having repealed in terms the Act of March 1st, 1873, for the execution of the fishing articles, and that repeal being express and absolute from the date of the termination of the said fishing articles, under due notification given and proclaimed by the President of the United States, to wit, July 1st, 1885, the present temporary agreement in no way affects the question of statutory enactment or exemption from custom duties, as to which the abrogation of the fishing articles remains complete.

As part of this agreement, the President will bring the whole question of the fisheries before Congress at its next session in December, and recommend the appointment of a joint commission by the Governments of the United States and Great Britain to consider the matter, in the interest of maintaining good neighborhood and friendly intercourse between the two countries, thus affording a prospect of negotiation for the development and extension of trade between the United States and British North America.

Copies of the memoranda and exchanged notes on which this temporary agreement rests are appended.

Reference is also made to the President's proclamation of January 31st, 1885, terminating the fishing articles of the Treaty of Washington.

By direction of the President,

T. F. BAYARD,
Secretary of State.

[Enclosure No. 2.]

Mr. Bayard to Mr. West, April 22nd, 1885.

[Memorandum of April 22nd, 1885.]

DEPARTMENT OF STATE,
Washington, April 22nd, 1885.

DEAR MR WEST,—I have on several occasions lately, in conversation, acquainted you with my interest in the fisheries memorandum which accompanied your personal letter of March 12th.

Several informal talks I have had with Sir Ambrose Shea have enabled me to formulate the views of this Government upon the proposition made in behalf of the Dominion and the Province of Newfoundland, and I take pleasure in handing you herewith a memorandum embodying the results. If this suits, I shall be happy to confirm the arrangement by an exchange of notes at your early convenience.

I am, my dear Mr. West, very sincerely yours,

T. F. BAYARD.

The Hon. L. S. SACKVILLE WEST, &c.

[Enclosure No. 3.]

MEMORANDUM.

The legislation passed by the Congress of the United States, Act of March 1st, 1873, for the execution of the fishery articles of the Treaty of Washington, has been repealed by the joint resolution of March 3rd, 1883, the repeal to take effect July 1st, 1885. From that date the effects of the fisheries articles of the Treaty of Washington absolutely determine, so far as their execution within the jurisdiction of the United States is concerned, and without new legislation by Congress modifying or postponing that repeal the Executive is not constitutionally competent to extend the reciprocal fisheries provisions of the treaty beyond the 1st of July next, the date fixed by the action of Congress.

Mr. West's memorandum of March 12th, 1885, suggests the mutual practical convenience that would accrue from allowing the fishing ventures commenced prior to July 1st, 1885, to continue until the end of the season for fishing of that year, thus preventing their abrupt termination in the midst of fishing operations on the 1st of July.

It has been, moreover, suggested on the part of the Province of Newfoundland and of the Dominion of Canada, that in view of the mutual benefit and convenience of the present

local traffic, consisting of the purchase of ice, bait, wood, and general ship supplies by the citizens of the United States engaged in fishing from the inhabitants of the British American fishing coast, the usual operations of the fishing season of 1885 should be continued by the fishing vessels belonging to citizens of the United States until the end of the season of that year, and that the local authorities of Newfoundland and the Dominion of Canada, in a spirit of amity and good neighbourhood, should abstain from molesting such fishermen or impeding their progress or their local traffic with the inhabitants incidental to fishing during the remainder of the season of 1885, and all this with the understanding that the President of the United States would bring the whole question of the fisheries before Congress at its next session in December, and recommend the appointment of a commission in which the Governments of the United States and of Great Britain should be respectively represented, which commission should be charged with the consideration and settlement, upon a just, equitable, and honourable basis, of the entire question of the fishing rights of the two Governments and their respective citizens on the coasts of the United States and British North America.

The President of the United States would be prepared to recommend the adoption of such action by Congress with the understanding that in view and in consideration of such promised recommendation there would be no enforcement of restrictive and penal laws and regulations by the authorities of the Dominion of Canada or of the Province of Newfoundland, against the fishermen of the United States resorting to British American waters between the 1st of July next and the close of the present year's fishing season; the mutual object and intent being to avoid any annoyance to the individuals engaged in this business and traffic, and the irritation or ill-feeling that might be engendered by a harsh or vexatious enforcement of stringent local regulations on the fishing coast pending an effort to have a just and amicable arrangement of an important and somewhat delicate question between the two nations.

Public knowledge of this understanding and arrangement can be given by an exchange of notes between Mr. West and myself, which can be given to the press.

[Enclosure No. 4.]

Mr. West's Memoranda of June 18th, 1885.

[Memoranda].

It is proposed to state in notes according temporary arrangements respecting fisheries that an agreement has been arrived at under circumstances affording prospect of negotiation for development and extension of trade between the United States and British North America.

The Government of Newfoundland do not make refunding of duties a condition of their acceptance of the proposed agreement, but they rely on it having due consideration before the international commission which may be appointed.

[Enclosure No. 5.]

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas the treaty concluded between the United States of America and Her Majesty the Queen of Great Britain and Ireland, concluded at Washington on the 8th day of May, 1817, contains among other articles the following, viz:

"ARTICLE XVIII."

"It is agreed by the High Contracting Parties that, in addition to the liberty secured to the United States fishermen by the Convention between the United States and Great Britain signed at London on the 20th day of October, 1818, of taking, curing, and drying fish on certain coasts of the British North American Colonies therein defined, the inhabitants of the United States shall have in common with the subjects of Her Britannic Majesty, the liberty, for the term of years mentioned in Article XXXIII of this treaty, to take fish of every kind, except shell-fish, on the sea coasts and shores, and in the bays, harbours and creeks of the Provinces of Quebec, Nova Scotia and New Brunswick, and the Colony of Prince Edward's Island, and of the several islands thereunto adjacent, without being restricted to any distance

from the shore, with permission to land up on the said coasts and shores and islands, and also upon the Magdalen Islands, for the purpose of drying their nets and curing their fish; Provided that in so doing, they do not interfere with the rights of private property, or with British fishermen, in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

"It is understood that the above mentioned liberty applies solely to the sea fishery, and that the salmon and shad fisheries, and all other fisheries in rivers and the mouths of rivers are hereby reserved exclusively for British fishermen."

"ARTICLE XIX."

"It is agreed by the High Contracting Parties that British subjects shall have, in common with the citizens of the United States, the liberty, for the term of years mentioned in Article XXXIII of this treaty, to take fish of every kind, except shell-fish, on the eastern sea coasts and shores of the United States north of the thirty-ninth parallel of north latitude, and on the shores of the several islands thereunto adjacent, and in the bays, harbours and creeks of the said sea coasts and shores of the United States and of the said islands without being restricted to any distance from the shore, with permission to land upon the said coasts of the United States and of the islands aforesaid, for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private property, or with the fishermen of the United States in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

"It is understood that the above mentioned liberty applies solely to the sea fishery, and that salmon and shad fisheries, and all other fisheries in rivers and mouths of rivers, are hereby reserved exclusively for fishermen of the United States."

"ARTICLE XX."

"It is agreed that the places designated by the Commissioners appointed under the first Article of the Treaty between the United States and Great Britain, concluded at Washington on the 5th of June, 1854, upon the coasts of Her Britannic Majesty's Dominions and the United States, as places reserved from the common right of fishing under that Treaty, shall be regarded as in like manner reserved from the common right of fishing under the preceding articles. In case any question should arise between the Governments of the United States and of Her Britannic Majesty as to the common right of fishing in places not thus designated as reserved, it is agreed that a Commission shall be appointed to designate such places, and shall be constituted in the same manner, and have the same powers, duties and authority as the Commission appointed under said first Article of the Treaty of the 5th of June, 1854."

"ARTICLE XXI."

"It is agreed that, for the term of years mentioned in Article XXXIII of this Treaty, fish oil and fish of all kinds (except fish of the inland lakes, and of the rivers falling into them, and except fish preserved in oil), being the produce of the fisheries of the United States, or of the Dominion of Canada, or of Prince Edward's Island, shall be admitted into each country, respectively, free of duty."

"ARTICLE XXII."

"Inasmuch as it is asserted by the Government of Her Britannic Majesty that the privileges accorded to the citizens of the United States under Article XVIII of this Treaty are of greater value than those accorded by articles XIX and XXI of this Treaty, to the subjects of Her Britannic Majesty, and this assertion is not admitted by the Government of the United States, it is further agreed that Commissioners shall be appointed to determine, having regard to the privileges accorded by the United States to the subjects of Her Britannic Majesty, as stated in Articles XIX and XXI of this Treaty, the amount of any compensation which, in their opinion, ought to be paid by the Government of the United States to the Government of Her Britannic Majesty in return for the privileges accorded to the citizens of the United States under Article XVIII of this Treaty; and that any sum of money which the said Commissioners may so award shall be paid by the United States Government, in a gross sum, within twelve months after such award shall have been given."

"ARTICLE XXIII."

"The Commissioners referred to in the preceding Article shall be appointed in the following manner, that is to say: One Commissioner shall be named by the President of

the United States, one by Her Britannic Majesty, and a third by the President of the United States and Her Britannic Majesty conjointly; and in case the third Commissioner shall not have been so named within a period of three months from the date when this article shall take effect, then the third Commissioner shall be named by the Representative at London of His Majesty the Emperor of Austria and King of Hungary. In case of the death, absence, or incapacity of any Commissioner, or in the event of any Commissioner omitting or ceasing to act, the vacancy shall be filled in the manner hereinbefore provided for making the original appointment, the period of three months in case of such substitution being calculated from the date of the happening of the vacancy.

"The Commissioners so named shall meet in the City of Halifax, in the Province of Nova Scotia, at the earliest convenient period after they have been respectively named, and shall, before proceeding to any business, make and subscribe a solemn declaration that they will impartially and carefully examine and decide the matters referred to them to the best of their judgment, and according to justice and equity; and such declaration shall be entered on the record of their proceedings.

"Each of the High Contracting Parties shall also name one person to attend the Commission as its agent, to represent it generally in all matters connected with the Commission."

"ARTICLE XXIV."

"The proceedings shall be conducted in such order as the Commissioners appointed under Articles XXII and XIII of this Treaty shall determine. They shall be bound to receive such oral or written testimony as either Government may present. If either party shall offer oral testimony, the other party shall have the right of cross-examination, under such rules as the Commissioners shall prescribe.

"If in the case submitted to the Commissioners either party shall have specified or alluded to any report or document in his own exclusive possession, without annexing a copy, such Party shall be bound, if the other Party thinks proper to apply for it, to furnish that Party with a copy thereof; and either Party may call upon the other, through the Commissioners, to produce the originals, or certified copies of any papers adduced as evidence, giving in each instance such reasonable notice as the Commissioners may require.

"The case on either side shall be closed within a period of six months from the date of the organization of the Commission, and the Commissioners shall be requested to give their award as soon as possible thereafter. The aforesaid period of six months may be extended for three months in case of a vacancy occurring among the Commissioners under the circumstances contemplated in Article XXIII of this Treaty."

"ARTICLE XXV."

"The Commissioners shall keep an accurate record and correct minutes or notes of all their proceedings, with the dates thereof, and may appoint and employ a secretary and any other necessary officer or officers to assist them in the transaction of the business which may come before them.

"Each of the High Contracting Parties shall pay its own Commissioner and agent or counsel; all other expenses shall be defrayed by the two Governments in equal moieties."

"ARTICLE XXX."

"It is agreed that, for the term of years mentioned in Article XXXIII of this Treaty, subjects of Her Britannic Majesty may carry in British vessels, without payment of duty, goods, wares, or merchandise from one port or place within the territory of the United States upon the St. Lawrence, the Great Lakes, and the rivers connecting the same, to another port or place within the territory of the United States as aforesaid: Provided, that a portion of such transportation is made through the Dominion of Canada by land carriage and in bond, under such rules and regulations as may be agreed upon between the Government of Her Britannic Majesty and the Government of the United States.

"Citizens of the United States may for the like period carry in United States vessels, without payment of duty, goods, wares, or merchandise from one port or place within the Possessions of Her Britannic Majesty in North America to another port or place within the said Possessions: Provided, That a portion of such transportation is made through the territory of the United States by land carriage and in bond, under such rules and regulations as may be agreed upon between the Government of the United States and the Government of Her Britannic Majesty.

"The Government of the United States further engages not to impose any export duties on goods, wares, or merchandise carried under this article through the territory of the United States; and Her Majesty's Government engages to urge the Parliament of the Dominion of

Canada and the Legislatures of the other colonies not to impose any export duties on goods, wares, or merchandise carried under this article; and the Government of the United States may, in case such export duties are imposed by the Dominion of Canada, suspend, during the period that such duties are imposed, the right of carrying granted under this article in favour of the subjects of Her Britannic Majesty.

"The Government of the United States may suspend the right of carrying granted in favor of the subjects of Her Britannic Majesty under this article, in case the Dominion of Canada should at any time deprive the citizens of the United States of the use of the canals in the said Dominion on terms of equality with the inhabitants of the Dominion, as provided in Article XXVII."

"ARTICLE XXXII."

"It is further agreed that the provisions and stipulations of Articles XVIII to XXV of this Treaty, inclusive, shall extend to the Colony of Newfoundland, so far as they are applicable. But if the Imperial Parliament, the Legislature of Newfoundland, or the Congress of the United States, shall not embrace the Colony of Newfoundland in their laws enacted for carrying the foregoing articles into effect, then this article shall be of no effect; but the omission to make provision by law to give it effect by either of the Legislative bodies aforesaid, shall not in any way impair any other articles of the Treaty."

And, whereas, pursuant to the provisions of Articles XXXIII of said Treaty, due notice has been given to the Government of Her Britannic Majesty of the intention of the Government of the United States of America, to terminate the above recited Articles of the Treaty in question, on the 1st day of July, 1885:

And, whereas, pursuant to the terms of said Treaty, and of the notice given thereunder by the Government of the United States of America to that of Her Britannic Majesty, the above recited articles of the Treaty of Washington, concluded May 8th, 1871, will expire and terminate on the 1st day of July, 1885:

Now, therefore, I, Chester A. Arthur, President of the United States of America, do hereby give public notice that Articles XVIII, XIX, XX, XXI, XXII, XXIII, XXIV, XXV, XXX, and XXXII, of the Treaty of Washington, concluded May 8th 1871, will expire and terminate on the 1st day of July, 1885, and all citizens of the United States are hereby warned that none of the privileges secured by the above recited articles of the Treaty in question will exist after the 1st day of July next; all American fishermen should govern themselves accordingly.

Done at the City of Washington, this 31st day of January, in the year of Our Lord one thousand eight hundred and eighty-five, and of the Independence of the United States of America the one hundred and ninth.

[S.W.]

By the President:

FREDK. T. FREELINGHUYSEN,
Secretary of State.

CHESTER A. ARTHUR.

No. 7.

Colonel Stanley to Lord Lansdowne.

(Telegraphic message).

1st August, 1885.

To LORD LANSDOWNE,—Her Majesty's Government think desirable steps should be taken by the Canadian Government in concert with the Government of Newfoundland, to decide definitely on the exact nature of propositions desirable to be made the United States Government in anticipation of negotiation on the termination of a temporary arrangement of the fishery question.

All points involved should be carefully considered and information respecting prepared in good time; similar telegram sent Newfoundland; despatch follows by mail.

(Sd) STANLEY.

No. 8.

Governor-General to Secretary of State.

Toronto, 7th August, 1885.

SIR,—I have the honour to forward herewith for your information a copy of a despatch which I have received from Her Majesty's Minister at Washington enclosing copies of the correspondence on the subject of the agreement between Great Britain and the United States, respecting the fisheries, which has been officially published by the United States Government.

No. 6 and
Enclosures.

I have, &c.,

(Sd) LANSDOWNE.

The Right Honourable
THE SECRETARY OF STATE FOR THE COLONIES.

No. 9.

Colonel Stanley to the Governor General.

Downing Street, 11th August, 1885.

MY LORD,—On the 1st instant I sent you a telegram in which I informed you that Her Majesty's Government deemed it desirable that steps should be taken by your Government, in concert with the Government of Newfoundland, to decide definitely on the exact nature of the proposals to be made to the Government of the United States in anticipation of the negotiations, which are contemplated in view of the termination of the temporary arrangement lately made between Her Majesty's Minister at Washington and the United States Government, arising out of the termination of the Fishery Articles of the Treaty of Washington on the 1st of last month. I informed you to the effect that, all points likely to be involved in the coming negotiations should be carefully considered and information respecting them prepared in good time.

No. 12. I now enclose a copy of a letter from the Foreign Office on which my telegram was founded.

I should be glad if you will apprise me of the result of the communications which may pass between your Government and that of Newfoundland upon this subject.

I have, &c.,

(Sd) FRED. STANLEY.

Governor-General,
The Most Honourable
THE MARQUIS OF LANSDOWNE, G.C.M.G.

No. 10.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 18th July, 1885.

SIR,—With reference to my letter of the 11th instant on the subject of the temporary arrangement with the United States, relative to the fisheries, I am directed by the Marquis of Salisbury to suggest for Colonel Stanley's consideration, that it would be desirable to call the attention of the Governments of Canada and Newfoundland to the necessity of arriving at a conclusion as to the course to be adopted in

anticipation of the coming negotiations, for the successful conduct which it will be necessary not only to be prepared with accurate information on all the points likely to be raised, but also to decide in advance on the exact nature of the proposal which it will be desirable to make in the interest of both colonies.

I am at the same time to inquire whether Colonel Stanley is of opinion that any further, and if so, what, action should be taken at present.

I am, &c.,

(Sd.) J. PAUNCEFOTE

THE UNDER SECRETARY OF STATE,
Colonial Office, London.

No. 11.

Governor General to Minister at Washington.

OTTAWA, 20th August, 1885.

SIR,—With reference to your despatch No. 82 of the 22nd June last, transmitting the correspondence between yourself and Mr. Bayard, in which the agreement respecting the fisheries was embodied, I have the honour to enclose herewith a copy of an approved report of a Committee of the Privy Council expressing the satisfaction of my Government with the agreement referred to and their high appreciation of the ability with which you have conducted the negotiations in the matter.

I have sent a copy of this Minute of Council to the Secretary of State for the Colonies.

I have, &c.,
(Sd.)

LANSDOWNE.

The Honourable
Sir LEONEL S. SACKVILLE WEST, K.C.M.G.

[Enclosure No. 1.]

REPORT of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council on the 14th August, 1885.

The Committee of the Privy Council have had under consideration a despatch dated 21st July, 1885, from the Right Honourable the Secretary of State for the Colonies, expressing the hope that the terms of the arrangement made between the British Ambassador at Washington and Mr. Bayard on the subject of the fisheries would be satisfactory to the Canadian Government.

The Committee desire to state to Your Excellency that such arrangement is perfectly satisfactory, and they further beg to express their high appreciation of the able manner in which Her Majesty's Minister at Washington, Sir Sackville West, conducted the negotiations.

The Committee advise that Your Excellency be moved to transmit a copy of this Minute to the Right Honourable the Secretary of State for the Colonies and to the British Ambassador at Washington.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. McGEE,
Clerk Privy Council.

No. 12.

Governor General to Secretary of State.

OTTAWA, 21st August, 1885:

SIR,—With reference to your despatch (No. 150) of the 21st ultimo, I have the honor to enclose herewith a copy of an approved report of a Committee of the Privy Council expressing the satisfaction of my Government with the arrangement respecting the fisheries which has been concluded with the United States, and their high appreciation of the ability with which Her Majesty's Minister at Washington has conducted the negotiations.

I have forwarded a copy of this Minute of Council to Sir L. S. Sackville West.

I have, &c.

(Sd.) LANSDOWNE.

The Right Honourable

THE SECRETARY OF STATE FOR THE COLONIES.

No. 13.

Governor General to Secretary of State.

OTTAWA, 4th September, 1885.

SIR,—With reference to your despatch No. 167, of the 11th ultimo, expressing the desire of Her Majesty's Government that my Government and that of Newfoundland should take steps toward defining the exact proposals to be made to the Government of the United States in anticipation of the negotiations which are anticipated in view of the termination of the temporary arrangement recently concluded respecting the fisheries, I have the honour to forward herewith a copy of an approved report of Committee of the Privy Council, from which it will be seen that communications will at once be opened with the Government of Newfoundland in order to secure a discussion of the whole question between the two Governments.

I have to-day communicated by cable with the Government of Newfoundland on this matter.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable,

THE SECRETARY OF STATE FOR THE COLONIES.

[Enclosure No. 1.]

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General in Council on the 3rd September, 1885.

The Committee of the Privy Council have had under consideration a despatch dated 11th of August, 1885, from the Right Honourable the Secretary of State for the Colonies advising that Her Majesty's Government deemed it desirable that steps should be taken by the Canadian Government in concert with the Government of Newfoundland to decide definitely on the exact nature of the proposals to be made to the Government of the United States in anticipation of the negotiations which are contemplated in view of the termination of the temporary arrangement lately made between Her Majesty's Minister at Washington and the United States Government, arising out of the termination of the Fishery Articles of the Treaty of Washington on the 1st July last.

The Right Hon. the President of the Council, to whom the despatch was referred, recommends that communication should be had both by cable and letter inviting the Government of Newfoundland either to send a representative to Ottawa to discuss the whole question, or, if that be inconvenient, to communicate the views of the Island Government.

The Committee concur in the recommendation of the President of the Council and they advise that Your Excellency be moved to transmit a copy of this Minute, if approved, to His Excellency the Governor of Newfoundland and also to the Right Hon. the Secretary of State for the Colonies, so as to inform him of the action taken by the Canadian Government on his despatch of the 11th August ult.

All of which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,
Clerk Privy Council.

No. 14.

Governor General to Governor of Newfoundland.

OTTAWA, 4th September, 1885.

SIR,—I had the honour to send you to-day a telegraphic message as follows:—

“In anticipation of negotiations approaching termination of arrangement respecting fishery question, Dominion Government invite representative from ^{Mss. No. 1} Newfoundland to visit Ottawa to fully discuss whole question; if inconvenient, request views of your Ministers. Despatch follows by mail.”
of No. 13.

I have now the honour to forward a copy of an approved report of a Committee of the Privy Council dated the 3rd inst., on which my telegram was based.

I have, &c.,
(Sd.) LANSDOWNE.

His Excellency
THE GOVERNOR OF NEWFOUNDLAND.

No. 15.

Copy of telegram from Mr. Carter, of Newfoundland, to Governor General.

St. John's, 7th September, 1885.

Your telegram of 4th September submitted to Executive Council who wait for despatch.

(Sd.) CARTER.

No. 16.

The Administrator of Newfoundland to Governor General.

NEWFOUNDLAND, 21st September, 1885.

MR LORD,—I have the honour to acknowledge the receipt of Your Lordship's despatch of the 4th instant, addressed to Sir John Glover, with a copy of your telegraphic message of the same date, also a copy of an approved report of a Committee of the Privy Council, on which the telegram was based, having reference to proposals to be made to the Government of the United States in anticipation of the negotiations contemplated in view of the expiration of the temporary arrangement lately made between Her Majesty's Minister at Washington and the United States Government, arising out of the articles of the Treaty of Washington, terminated on the 1st of July last, and suggesting that a delegate should proceed from this country to confer with the Government of the Dominion, or that the views of the Newfoundland Government be communicated respecting a new Fisheries arrangement between the United States, Canada and Newfoundland.

The Council request me to communicate to Your Lordship that the number of their body being now only four members, and a general election being appointed to take place on the 31st of October next, they do not feel themselves at present in a position to send a delegate to Canada or to offer any definite expression of the views of the Colony on the important subject in question, and at their suggestion I have respectfully to request that any further proceeding on the part of this Government be deferred until the result of the approaching election shall have been ascertained.

The Council would be glad in the meantime to be favoured with the views of the Dominion Government in relation to this subject.

I have, &c.,

(Sd.) M. T. CARTER,
Administrator.

His Excellency
THE GOVERNOR GENERAL.

No. 17.

Minister at Washington to Deputy Governor.

WASHINGTON, 10th October, 1885.

SIR,—I have the honor to enclose herewith copies of a circular issued by the Committee of the Boston Fish Bureau, and to inform you that I have called the attention of the Secretary of State thereto.

I have &c.,

(Sd.) L. S. S. WEST.

THE DEPUTY GOVERNOR,
Ottawa.

[Enclosure No. 1.]

Boston, September, 1885.

DEAR SIR,—The Boston Fish Bureau, an organization composed of the principal wholesale dealers and commission merchants in fish of this city, has passed the following resolution:—

Resolved, That the Boston Fish Bureau earnestly favors such an arrangement between the United States, the Dominion of Canada, and the Province of Newfoundland as shall include the reciprocal admission, free of duties, of the products of the fisheries of these countries.

We desire to present the reasons for this resolution, and to appeal to the dealers in and consumers of fish throughout the country, to aid us in impressing upon Congress the importance of free importation of fish from the British Provinces. It is well known that the New England Fisheries do not produce certain varieties of fish which the trade requires, and of certain other kinds the supply obtained on our coast is entirely inadequate to our needs. We are obliged to rely entirely upon the Provinces for our stock of fat herring and for the larger part of the cheaper grades of herring, both pickled and smoked, of alewives, salmon, trout and shad. We need the hard dried codfish of Newfoundland and the choice slack-salted codfish and pollock of Nova Scotia. For several years past the mackerel caught in American waters have been mostly of small size, and we have needed the larger fish caught in Canadian waters. During the past two winters we could not have filled orders for large fat mackerel except for the supply obtained from Nova Scotia and Prince Edward Island. Present indications point to a repetition of this condition during the coming winter. Whatever we need from Canada must be obtained at the additional expense of the duties, which the consumer must pay. The duties, being specific, bear very heavily on the cheaper grades of fish, amounting in many cases to from fifty to one hundred per cent. on the original cost, and resulting in a prohibition of imports or a very largely enhanced cost to the consumer.

The people who will gain anything by the exaction of duties are a few hundred vessel owners in New England. The pretence that protective duties on fish is an encouragement to American fishermen, and the argument that the fisheries furnish a training school for our navy, were long since exploded by the fact that a very large proportion of the men who fish

in American vessels are citizens of the British Provinces. Hordes of them come here every spring, man our vessels for the fishing season, and return home when it is over. It is estimated that from fifty to seventy-five per cent. of the men in the Gloucester mackerel fleet are citizens of the Dominion of Canada, and the same is true to a greater or less extent of other fishing ports. It is acknowledged that without them we would be unable to man our fleet. These men have no interest in our country and its institutions, and in the event of war with England would be found in the enemy's fleet. Is it fair that we should be taxed for their support, or that a few owners of fishing vessels should reap an advantage obtained at the expense of the great body of consumers of fish in all parts of the country?

As dealers in fish, handling large quantities of the products of the sea, we feel that our interests are identical with yours in demanding that there should be no duties on articles of food which are consumed so largely by people of moderate means. Questions of a larger nature, involving matters of international importance, make it probable that the subject of reciprocity with Canada will come before Congress at its next session. We ask of you that you will use your best efforts to impress upon your Senators and Representatives that they should vote upon this question in accordance with your interests and with the interests of a large majority of the people of the country.

Respectfully yours,

WILLIAM F. JONES, C. W. WRIGHTINGTON, EDWARD T. RUSSELL, L. PICKERT, B. F. DEBUTTS,	}	Committee of the Boston Fish Bureau.
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No. 18.

Deputy Governor to Secretary of State.

OTTAWA, 16th October, 1885.

SIR,—With reference to previous correspondence touching the negotiations contemplated in view of the expiration of the temporary arrangement with the United

No. 18. States respecting the fisheries, I have the honour to forward herewith for your information a copy of a despatch from the officer administering the Government of Newfoundland, in reply to a suggestion made by the Governor General that a delegate from that Government should visit Canada for the purpose of conferring with the Government of the Dominion regarding the proposals to be made in connection with the anticipated negotiations referred to, or that, failing the visit of a delegate, the Newfoundland Government should communicate its views upon the matter.

I have caused a copy of this despatch to be communicated to the Privy Council for their consideration.

I have, &c.,
(Sd.)

W. J. RITCHIE.

The Right Honourable

THE SECRETARY OF STATE FOR THE COLONIES.

No. 19.

Deputy Governor to Secretary of State.

OTTAWA, 16th October, 1885.

SIR,—I have the honour to forward herewith for your information a copy of a despatch which I have received from Her Majesty's Minister at Washington enclosing

No. 17. copies of a circular issued by the Committee of the Boston Fish Bureau which embodies a resolution of that body in favour of recipro-

city between the United States, Canada and Newfoundland, in respect of the products of the fisheries of these countries.

I have caused a copy of this despatch and enclosures to be communicated to the Privy Council for their information.

I have, &c.,
(Sd.) W. J. RITCHIE.

The Right Honourable
THE SECRETARY OF STATE FOR THE COLONIES.

No. 20.

Colonial Office to Governor General.

DOWNING STREET, 4th November, 1885.

MY LORD,—I have the honour to acknowledge the receipt of the Deputy Governor's despatch No. 36, of the 16th ultimo, enclosing copy of one addressed to you by the Officer administering the Government of Newfoundland, relating to the negotiations contemplated in view of the expiration of the temporary arrangement with the United States Government respecting the fisheries.

I have, &c.,
(Sd.) FRED. STANLEY.

His Excellency
THE GOVERNOR GENERAL.

No. 21.

Governor General to Administrator, Newfoundland.

OTTAWA, 20th November, 1885.

SIR,—With reference to your despatch of the 21st September last, and previous correspondence relative to the suggestion of my Government that the Government of Newfoundland should send a delegate to Ottawa to confer with them upon the subject of a new fisheries arrangement between the United States, Canada and Newfoundland.

I have the honour to forward herewith a copy of an approved report of a Committee of the Privy Council embodying the opinion of my Ministers, "that the views of the respective Governments can be much more satisfactorily exchanged by the Government of Newfoundland sending a delegation to Ottawa for that purpose, than by correspondence," and expressing the hope that it may be found convenient to send such a delegation at an early date.

I have, &c.,
(Sd.) LANSLOWNE.

The Officer
ADMINISTERING THE GOVERNMENT OF NEWFOUNDLAND.

[Enclosure No. 1.]

Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 11th November, 1885.

The Committee of the Privy Council have had under consideration a despatch dated 21st September, 1885, from the Administrator of the Government of Newfoundland on the subject of that Colony sending a delegate to confer with the Government of the Dominion respecting

a new fisheries arrangement between the United States, Canada and Newfoundland, and setting forth that in view of the number of the Executive Council of Newfoundland being reduced to four members and the early approach of a general election, that Government did not feel itself in a position to send a delegate to Canada or to offer any definite expression of the views of the Colony on the important subject in question, and requesting that any further proceedings on the part of the Dominion Government be deferred until the result of the approaching election be determined, and intimating its desire to be favoured with the views of the Dominion Government.

The Minister of Marine and Fisheries, to whom the despatch was referred, recommends that in view of the important question to be considered, and the wide range any discussion with reference thereto may take, the Government of Newfoundland be informed that the Dominion Government is of the opinion that the views of the respective Governments can be much more satisfactorily exchanged by the Government of Newfoundland sending a delegation to Ottawa for that purpose than by correspondence, and to express the hope that it may be convenient for that Government to send such delegation at an early day to confer with Your Excellency's Government on the subject to which the despatch under consideration refers.

The Committee concur in the recommendation of the Minister of Marine and Fisheries and they advise that Your Excellency be moved to transmit a copy of this Minute, if approved, to the Administrator of the Government of Newfoundland.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,
Clerk, Privy Council.

No. 22.

Governor General to Secretary of State.

OTTAWA, 23rd November, 1885.

SIR,—With reference to previous correspondence relating to the anticipated negotiations on the termination of the temporary arrangement with the United States as to the fisheries, I have the honour to forward herewith for your information a copy of an approved report of a Committee of the Privy Council expressing the desire of my Ministers that the Government of Newfoundland should send a delegation to Ottawa at an early day for the purpose of conferring with the Government of the Dominion on the subject in question.

I have sent a copy of this minute of Council to the officer administering the Government of Newfoundland.

I have, &c., (Sd.) LANSDOWNE

The Right Honourable

THE SECRETARY OF STATE FOR THE COLONIES.

No. 23.

Minister at Washington to Governor General.

WASHINGTON, 16th January, 1886.

MY LORD,—I have the honour to enclose to Your Excellency herewith copies of a joint resolution introduced into the House of Representatives for a renewal of commercial relations with the British possessions in North America which has been referred to the Committee on Foreign Affairs, as well as copies of a joint resolution relating to reciprocal privileges under the Act of 19th June, 1878, regarding com-

mercial relations with the Dominion of Canada, also referred to the Committee on Foreign Affairs.

I have, &c.,

(Sd.)

L. S. S. WEST.

His Excellency

THE GOVERNOR GENERAL.

[Enclosure No. 1]

49TH CONGRESS, 1ST SESSION, H. RES. 39.

IN THE HOUSE OF REPRESENTATIVES.

January 5, 1886.

Read twice, referred to the Committee on Foreign Affairs, and ordered to be printed.

Mr. MAYBURY introduced the following joint resolution :

JOINT RESOLUTION

Requesting the Secretary of State to report to Congress the action of the Government under the provisions of an Act approved June nineteenth, eighteen hundred and seventy-eight, relative to commercial relations with the Dominion of Canada.

Whereas under laws and regulations now in force in the Dominion of Canada all United States vessels are prohibited from rendering aid to wrecked or disabled vessels in Canadian waters; and

Whereas by an Act of Congress approved June nineteenth, eighteen hundred and seventy-eight, Canadian vessels of all descriptions were to be permitted to render aid to Canadian or other vessels wrecked or disabled in the waters of the United States contiguous to the Dominion of Canada, said Act to take effect by its terms when by proclamation of the President it was declared that reciprocal privileges had been extended by the Dominion of Canada to vessels of the United States wrecked in Canadian waters; and

Whereas no proclamation of the President as contemplated in the Act aforesaid has yet been promulgated, and the commerce of the United States, especially upon the lakes and rivers of the North-West, suffers great and irreparable injury by the refusal or neglect of the Government of the Dominion of Canada to extend the reasonable comity of privileges sought in the Act aforesaid: Therefore,

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of State be, and he is hereby, requested to report to Congress at his earliest convenience what action, if any, has been taken by the Government of the United States to acquaint the Government of the Dominion aforesaid with its desire for the friendly and equitable relations sought under the Act aforesaid, and what action if any, has been taken by the Dominion Government in the premises.

Sec. 2. That should it appear that the Government of the Dominion of Canada has neglected or refused to extend to vessels of the United States the privileges sought to be conferred on vessels of the Dominion under the Act, the Secretary of State be requested to report to Congress what further legislation, if any, is necessary or desirable, retaliatory or otherwise, to the end that our commerce may be released from its grievous burdens.

[Enclosure No. 2.]

49TH CONGRESS, 1ST SESSION, H. RES. 40.

IN THE HOUSE OF REPRESENTATIVES.

January 5, 1886.

Read twice, referred to the Committee on Foreign Affairs, and ordered to be printed.

Mr. MAYBURY introduced the following joint resolution :—

JOINT RESOLUTION

For renewal of commercial relations with the British Possessions in North America.

Whereas the reciprocity treaty with Great Britain regulating commerce and navigation between the United States and the British Colonies of North America was terminated on

March the seventeenth, anno Domini eighteen hundred and sixty-six, in virtue of previous notice given by the United States; and

Whereas the provisions of said treaty providing for mutual rights in certain sea-fisheries, and for the free navigation of the Great Lakes, the River Saint Lawrence, and the canals connected therewith, were restored in eighteen hundred and seventy-one, by the treaty of Washington, so called; and

Whereas the circumstances under which the notice of the abrogation of said treaty of reciprocity was made have been changed and modified by time, and unfettered trade and commerce between the British Possessions in North America and the United States would now be reciprocally beneficial, advantageous and satisfactory: Therefore,

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That this Congress would look with favour and approval upon any action taken by the executive department of the Government tending to a renewal of commercial relations with the British Possessions in North America by compact or treaty, having in view the reciprocal interests of both nations.

No. 24.

Governor General to Colonel Stanley.

OTTAWA, 26th January, 1886.

SIR,—I have the honour to forward herewith for your information a copy of a despatch which I have received from Her Majesty's Minister at Washington, enclosing copies of joint resolutions introduced into the United States House of Representatives relating to commercial relations and reciprocal privileges between Canada and that country.

I have communicated a copy of Sir L. S. S. West's despatch and of the joint resolutions to my Government.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
F. A. STANLEY.

No. 25.

Lord Lansdowne to Sir L. West.

6th February, 1886.

I should be glad to have any information you can give me as to the consequences of the report on reciprocity of the Senate Foreign Relations Committee.

(Sd.)

LANSDOWNE.

No. 26.

Sir L. West to Lord Lansdowne.

8th February, 1886.

No commission will be issued.

(Sd.)

WEST.

No. 27.

The Governor General to Earl Granville.

OTTAWA, 3rd March, 1886.

MY LORD,—With reference to my despatch of the 18th ultimo in which I pointed out that effectual measures would be taken by my Government to protect Canadian

fishermen in the exercise of their rights within the territorial waters of the Dominion, and to prevent trespass within the limits of those waters by foreign fishermen, I have to acquaint Your Lordship that authority has now been requested by my Minister of Marine and Fisheries to establish a sufficient marine police force for the purpose of affording efficient protection to the interests of the Dominion within its territorial waters.

2 With this object my Government have determined, besides making use of the Government steamers already available for that purpose, to charter and equip six swift sailing fore and aft schooners between 60 and 90 tons measurement, for use as fisheries police vessels. For this purpose \$50,000 will be placed in the supplementary estimates to be submitted to Parliament for the current fiscal year, and a further sum of \$100,000 for the fiscal year ending 30th June, 1887.

I have, &c.,

(Sd.) LANSDOWNE.

EARL GRANVILLE.

No. 28.

Minister at Washington, to Governor General.

WASHINGTON, 19th March, 1886.

MY LORD,—I have the honour to report to Your Excellency that at an interview which I had this day with the Secretary of State, I placed in his hands a memorandum, copy of which is enclosed, embodying the view taken by Your Excellency's Government as expressed to me of the actual position of the Dominion Government under the Treaty of 1818 with regard to the exclusive right of fishery in Canadian waters. I called Mr. Bayard's attention to the fact, as stated in the in the memorandum, that the British North American Act, which came into operation in 1867, and in which the legislative authority of the Federal and Provincial Legislatures is defined, gives to the Parliament of the Dominion exclusive legislative authority over sea coast and inland fisheries, and also to the power taken under the Act 31 Vic., chap. 61, to grant to foreign vessels license to fish for, take, dry or cure fish of any kind within the three-mile limit in British waters; suggesting to him at the same time that all danger of "friction" might perhaps be avoided if it was clearly understood that no American vessel would be allowed to fish in Canadian waters within the three mile limit without a license as provided for under this Act. At Mr. Bayard's request I sent him the volumes of the State Papers containing the Act in question as well as the amending Acts of 1870 and 1871.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

His Excellency
THE MARQUIS OF LANSDOWNE, G.C.M.G.

[Enclosure No. 1.]

Memorandum.

The exclusive right of fishing in the territorial waters of the British possessions in North America now reverts as it did on the termination of the Treaty of 1854 to the British Crown.

The consequences which were then to be anticipated from the denunciation of that Treaty must now arise from the abrogation of the Fishery clauses of the Treaty of 1871.

Her Majesty's Government have, however, the satisfaction of feeling that they have done their utmost to prevent these consequences.

They have declared their readiness to meet the suggestion made by the President in his message to Congress for the appointment of a Fishery Commission, and even to enter into new engagements by which the privileges hitherto enjoyed by American citizens might still be secured to them, but Congress has declined their overtures and the Dominion Government is therefore bound to take effective measures for the protection of the fishery interests within the territorial waters of Canada.

The British North American Act came into operation in 1867 and gives to the Parliament of the Dominion exclusive legislative authority over the sea coast and inland fisheries, and accordingly an Act was passed by the Dominion Government in 1868 which deals with foreign vessels fishing in the waters of the Dominion and upon the provisions of which the Dominion Government will now act in regard to them.

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No. 29.

Minister at Washington, to Governor General.

WASHINGTON, 20th March, 1886.

MY LORD,—I have the honour to inform Your Excellency that I received on the 18th instant, a telegram from the Earl of Rosebery, instructing me to ascertain whether it is intended to issue a notice that American fishermen are now precluded from fishing in British North American territorial waters, in view of the issue of a similar notice with regard to British fishermen in American waters on the part of Her Majesty's Government.

After having spoken to Mr. Bayard on the subject, I addressed a note to him at his request, copy of which is enclosed, in the sense of Lord Rosebery's telegram, to which he promised me a speedy answer.

In the meanwhile a notice, which I enclose, has appeared in a Washington evening paper, stating that the Department of Fisheries has already issued such notice.

I have, &c.,
(Sd.)

L. S. SACKVILLE WEST.

His Excellency

THE MARQUESS OF LANSDOWNE, G. C. M. G.

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[Enclosure No. 1]

From Minister at Washington to Mr. Bayard.

WASHINGTON, 19th March, 1886.

SIR,—I have the honour to inform you that the Earl of Rosebery has requested me to ascertain whether it is intended to give notice to the United States' fishermen that they are precluded from fishing in British North American territorial waters, as Her Majesty's Government are considering the expediency of issuing a reciprocal notice with regard to British fishermen in American waters.

I have, &c.,
(Sd.)

L. S. S. WEST.

— — —
[Enclosure No. 2]

Extract from Washington "Evening Star," 20th March, 1886.

"A CANADIAN STEAMER'S SECRET MISSION."

ST. JOHN, N.B., 20th March.

"Captain Scott, commander of the Government steamer 'Lansdowne' received sailing orders yesterday and will sail from here this morning. The destination of the steamer and the plan of action are carefully concealed. She has a month's supplies and full armament. By direction of the Department of Fisheries, Captain Scott has issued a warning to American fishermen to observe the provisions of the Treaty of 1818."

No. 30.

From Minister at Washington to Governor General.

WASHINGTON, 24th March, 1886.

MY LORD,—With reference to my despatch No. 23 of the 20th instant I have the honour to enclose to Your Lordship, herewith, the copy of a note which I have received from the Secretary of State informing me that as full and formal public notification in the premises has already been given by the president's Proclamation of the 31st of January, 1885, it is not deemed necessary to repeat it.

I have, &c.,

L. S. SACKVILLE WEST,

His Excellency

THE GOVERNOR GENERAL.

[Enclosure No. 1.]

From Mr. Bayard to Sir Lionel Sackville West.

DEPARTMENT OF STATE,

WASHINGTON, 28th March, 1886.

SIR,—I have the honour to acknowledge the receipt of your note of the 19th instant, whereby you inform me that you have been requested by the Earl of Rosebery to ascertain "whether it is intended to give notice to the United States' fishermen that they are now precluded from fishing in British North American territorial waters," and to inform you in reply that as full and formal public notification in the premises has already been given by the President's proclamation of 31st January, 1885, it is not deemed necessary now to repeat it.

The temporary arrangement made between us on the 22nd of June, 1885, whereby certain fishing operations on the respective coasts were not to be interfered with during the fishing season of 1885, notwithstanding the abrogation of the Fishery Articles of the Treaty of Washington came to an end under its own expressed limitations on the 31st of December last, and the fisheries question is now understood to rest on existing treaties precisely as though no fishery articles had been incorporated in the Treaty of Washington.

In view of the enduring nature and important extent of the right secured to American fishermen in British North American territorial waters under the provisions of the Treaty of 1818, to take fish within the three-mile limit on certain defined parts of the British North American coasts and to dry and cure fish there under certain conditions, this Government has not found it necessary to give to United States' fishermen any notification that "they are now precluded from fishing in British North American territorial waters."

I have, &c.,

(Sd)

T. F. BAYARD.

Sir L. S. SACKVILLE WEST, K.C.M.G.,
&c., &c., &c.

No. 31.

Governor-General to Minister at Washington.

OTTAWA, 24th March, 1886.

SIR,—I have the honour to acknowledge receipt of your despatch No. 20, of the 19th inst. enclosing a memorandum, recently handed by you to the Secretary of State, upon the subject of the position of the Dominion Government under the Treaty of 1818 in regard to the exclusive right of fishing in Canadian waters.

The memorandum is in accordance with the views of my Government upon this subject.

I have, &c.,

(Sd.)

LANSDOWNE.

The Honourable

SIR L. S. SACKVILLE WEST.

No. 32.

*Governor General to Earl Granville.*CANADA, GOVERNMENT HOUSE,
OTTAWA, 24th March, 1886.

MY LORD,—With reference to previous correspondence relating to the position created by the expiration of the fishery clauses of the Treaty of Washington, I have the honour to forward herewith for your Lordship's information a copy of a despatch which I have received from Sir Lionel Sackville West, enclosing a copy of a memorandum on this subject which he placed in the hands of the United States' Secretary on the 19th inst.

No. 28: enc. No. 1 of No. 28. I also enclose a copy of the reply which I have sent to Sir L. Sackville West.

I have, &c.,
(Sd.) LANSDOWNE.

The Right Honourable,
EARL GRANVILLE, K.G., &c.

No. 33.

Governor General to Earl Granville.

OTTAWA, 25th March, 1886.

MY LORD,—I have the honour to forward for your information a copy of the instructions which have been issued by my Minister of Marine and Fisheries for the guidance of fishery officers and *ex officio* magistrates in command of the vessels which will be employed for the protection of the inshore fisheries of the Dominion.

These instructions are substantially the same as those which were issued under similar circumstances in 1870.

Your Lordship will observe that while the officers in command of the fisheries police vessels are required to take the necessary steps for strictly upholding the Treaty rights of the Dominion they are specially enjoined to carry out their instructions in a conciliatory spirit and with forbearance and discrimination.

I also enclose copy of a warning notice which was published in reference to the same subject by the Department of Fisheries.

I have, &c.,
(Sd.) LANSDOWNE.

The Right Honourable,
EARL GRANVILLE, K.G., &c.

[Enclosure No. 1.]

SPECIAL INSTRUCTIONS to Fishery Officers, *ex-officio* Magistrates, in command of Government Steamers and Vessels, engaged as Fisheries Police Vessels, in protecting the Inshore Fisheries of Canada.

OTTAWA, 16th March, 1886.

SIR,—In the performance of the special and important service to which you have been appointed you will be guided by the following confidential instructions.

For convenience of reference, these have been divided under the different headings of *Powers, Jurisdiction, Duties and General Directions.*

POWERS.

The Powers with which you are invested, are derived from, and to be exercised in accordance with the following statutes, among others:—"The Fisheries Act" (31 Vic., cap. 60, of Canada); "An Act respecting Fishing by Foreign Vessels," (31 Vic. cap. 61, of Canada),

and the subsequent statute entitled: "An Act to amend the Act respecting Fishing by Foreign Vessels," made and passed the 12th May, 1870 (33 Vic., cap. 15, of Canada); also an "Act to further amend the said Act" (34 Vic., cap. 23, of Canada).

"Chapter 94 of the Revised Statutes (third series) of Nova Scotia" (of the "Coast and Deep Sea Fisheries"), amended by the Act entitled: "An Act to amend Cap. 94 of the Revised Statutes of Nova Scotia" (29 Vic., cap. 35).

An Act passed by the Legislature of the Province of New Brunswick entitled: "An Act relating to the Coast Fisheries, and for the prevention of Illicit Trade" (16 Vic., cap. 69).

Also an Act passed by the Legislature of Prince Edward Island (6 Vic., cap. 14) entitled: "An Act relating to the Fisheries, and for the prevention of Illicit Trade in Prince Edward Island, and the coasts and harbours thereof."

Also from such regulations as have been passed or may be passed by the Governor General in Council, or from instructions from the Department of Fisheries, under "The Fisheries Act," hereinbefore cited.

As Fishery Officer you have full authority to compel the observance of the requirements of the *Fisheries Acts* and regulations by foreign fishing vessels and fishermen in those parts of the coasts of Canada to which, by the Convention of 1818, they are admitted to privileges of taking or drying and curing fish concurrent with those enjoyed by British fishing vessels and fishermen.

You will receive instructions from the Customs Department authorizing you to act as an officer of the Customs, and in that capacity you are to see that the Revenue Laws and Regulations are duly observed.

JURISDICTION.

Your jurisdiction with respect to any action you may take against foreign fishing vessels and citizens engaged in fishing is to be exercised only within the limits of "three marine miles" of any of "the coasts, bays, creeks or harbours," of Canada.

With regard to the Magdalen Islands, although the liberty to land and to dry and cure fish there is not expressly given by the terms of the convention to United States fishermen, it is not at present intended to exclude them from these islands.

DUTIES.

It will be your duty to protect the inshore fisheries of Canada in accordance with the conditions laid down by the Convention of the 20th October, 1818, the first Article of which provides:—

"Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof to take, dry, and cure fish, on certain coasts, bays, harbours, and creeks, of His Britannic Majesty's dominions in America, it is agreed between the High Contracting Parties, that the inhabitants of the said United States shall have, forever, in common with the subjects of his Britannic Majesty, the liberty to take fish of every kind, on that part of the Southern Coast of Newfoundland, which extends from Cape Ray to the Rameau Islands, on the Western and Northern Coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours, and creeks from Mount Joly, on the Southern Coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty, forever, to dry and cure fish in any of the unsettled bays, harbours and creeks, of the Southern part of the Coast of Newfoundland, hereabove described, and of the Coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose with the inhabitants, proprietors, or possessors of the ground."

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbours of His Britannic Majesty's dominions in America, not included within the above-mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbours, for the purpose of shelter and repairing of damages therein, of purchasing wood and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them."

By this you will observe, United States fishermen are secured the liberty of taking fish on the Southern Coasts of Labrador, and around the Magdalen Islands and of drying and curing fish along certain of the Southern Shores of Labrador, where this coast is unsettled, or if settled, after previous agreement with the settlers or owners of the ground.

In all other parts the exclusion of foreign vessels and boats is absolute, so far as fishing is concerned, and is to be enforced within the limits laid down by the Convention of 1818, they being allowed to enter bays and harbours for four purposes only, viz.,—*for shelter, the repairing of damages, the purchasing of wood, and to obtain water.*

You are to compel, if necessary, the maintenance of peace and good order by foreign fishermen pursuing their calling and enjoying concurrent privileges of fishing or curing fish with British fishermen, in those parts to which they are admitted by the Treaty of 1818.

You are to see that they obey the laws of the country, that they do not molest British fishermen in the pursuit of their calling and that they observe the regulations of the fishery laws in every respect.

You are to prevent foreign fishing vessels and boats which enter bays and harbours for the four legal purposes above mentioned, from taking advantage thereof, to take, dry, or cure fish therein, to purchase bait, ice, or supplies, or to tranship cargoes, or from transacting any business in connection with their fishing operations.

It is not desired that you should put a narrow construction on the term "unsettled." Places containing a few isolated houses might not, in some instances, be susceptible of being considered as "settled" within the meaning and purpose of the Convention. Something would, however, depend upon the facts of the situation and circumstances of the settlement. Private and proprietary rights form an element in the consideration of this point. *The generally conciliatory spirit in which it is desirable that you should carry out these instructions, and the wish of Her Majesty's Government that the rights of exclusion should not be strained,* must influence you in making as fair and liberal an application of the term as shall consist with the just claims of all parties.

Should interference with the pursuits of British fishermen or the property of Canadians appear to be inseparable from the exercise of such indulgence, you will withhold it and insist upon entire exclusion.

United States fishermen should be made aware that, in addition to being obliged, in common with those subjects of Her Majesty with whom they exercise concurrent privileges of fishing in Colonial waters, to obey the laws of the country, and particularly such Acts and Regulations as exist to ensure the peaceable and profitable enjoyment of the fisheries by all persons entitled thereto, they are peculiarly bound to preserve peace and order in the quasi settled places to which, by the liberal disposition of Canadian authorities, they may be admitted.

Wheresoever foreigners may fish in Canadian waters, you will compel them to observe the Fishery Laws. Particular attention should be directed to the injury which results from cleaning fish on board their vessels while afloat, and the throwing overboard of offals, thus fouling the fishing, feeding and breeding grounds. "The Fisheries Act" (Section 14) provides a heavy penalty for this offence.

Take occasion to enquire into and report upon any modes of fishing, or any practices adopted by foreign fishermen, which appear to be injurious to the fisheries.

GENERAL DIRECTIONS.

You will accost every foreign fishing vessel within the limits described, and if that vessel should be either fishing, preparing to fish, or should obviously have been fishing within the prohibited limits, you will, by virtue of the authority conferred upon you by your Commission, and under the provisions of the Acts above recited, seize at once (resort to force in doing so being only justifiable after every other effort has failed) any vessel detected in violating the law and send her or take her into port for condemnation.

Copies of the Acts of Parliament subjecting to seizure and forfeiture any foreign ship, vessel or boat which should be either fishing, preparing to fish or should obviously have been fishing within the prohibited limits, and providing for carrying out the seizure and forfeiture are furnished herewith for your information and distribution.

Should you have the occasion to compel any foreign fishing vessels or fishermen to conform to the requirements of the "Fisheries Act and Regulations," as regards the modes and incidents of fishing, at those places to which they are admitted under the Convention of 1818, particularly in relation to ballast, fish offals, setting of nets, hauling of seines, and use of "trawls" or "bultows," more especially at and around the Magdalen Island, your power and authority under such cases will be similar to that of any other fishery officer appointed to enforce the Fishery Laws in Canadian waters (*Vide Fisheries Act*).

If a foreign ship, vessel, or boat be found violating the Convention or resisting consequent seizure, and momentarily effects her escape from the vicinity of her capture or elsewhere, she remains always liable to seizure and detention if met by yourself in Canadian waters, and in British waters everywhere if brought to account by Her Majesty's cruisers. But great care must be taken to make certain of the identity of any offending vessel to be so dealt with.

All vessels seized must be placed, as soon as possible, in the custody of the nearest Customs Collector, and information, with a statement of the facts, and the depositions of your sailing master, clerk, lieutenant, or mate, and of two at least of the most reliable of your crew, be despatched with all possible diligence to the Government. Be careful to describe the exact locality where the violation of the law took place, and the ship, vessel or boat was seized. Also corroborate the bearings taken, by soundings, and by buoying the place (if possible) with a view to actual measurement, and make such incidental reference to conspicuous points and land marks as shall place beyond doubt the illegal position of the seized ship, vessel or boat.

Omit no precaution to establish on the spot that the trespass was or is being committed within three miles of land. //

As it is possible that foreign fishing craft may be driven into Canadian waters by violent or contrary winds, by strong tides, through misadventure, or some other cause independent of the will of the master and crew, you will consider these circumstances, and satisfy yourself with regard thereto before taking the extreme step of seizing or detaining any vessel.

On capture, it will be desirable to take part of the foreign crew aboard the vessel under your command, and place some of your own crew, as a measure of precaution, on board the seized vessel; first lowering the foreign flag borne at the time of capture. If your ordinary complement of men does not admit of this being done, or if because of several seizures the number of your hands might be too much reduced, you will in such emergency endeavour to engage a few trustworthy men. The portion of foreign crew taken on board the Government vessel you will land at the nearest place where a Consul of the United States is situated, or where the readiest conveyance to any American Consulate in Canada may be reached, and leave them there. //

When any of Her Majesty's vessels about the fishing stations or in port are met with, you should, if circumstances permit, go on board and confer with the Naval Commander, and receive any suggestions he may feel disposed to give, which do not conflict with these instructions, and afford him any information you may possess about the movements of foreign craft; also inform him what vessels you have accosted and where.

Do not fail to make a full entry of all circumstances connected with foreign fishing vessels, noting their names, tonnage, ownership, crew, port, place of fishing, cargo, voyage, and destination, and (if ascertainable) their catch. Report your proceedings as often as possible, and keep the Department fully advised on every opportunity, where instructions would most probably reach you at stated intervals.

Directions as to the stations and limits on which you are to cruise, and any further instructions that may be deemed necessary, will from time to time be conveyed to you.

Considerable inconvenience is caused by Canadian fishing vessels neglecting to show their colours. You will draw the attention of masters to this fact, and request them to hoist their colours without requiring to be hailed and boarded.

It cannot be too strongly urged upon you, nor can you too earnestly impress upon the officers and crew under your command, that the service in which you and they are engaged should be performed with forbearance and discrimination.

The Government relies on your prudence, discretion and firmness in the performance of the special duties entrusted to you.

I am, Sir,

Your obedient servant,

(Sd.) GEORGE E. FOSTER,
Minister of Marine and Fisheries.

[Enclosure No. 2]

WARNING.—TO ALL WHOM IT MAY CONCERN.

The Government of the United States having by notice terminated Articles 18 to 25, both inclusive, and Article 30, known as the Fishery Articles of the Washington Treaty, attention is called to the following provision of the Convention between the United States and Great Britain, signed at London, on the 20th October, 1818:—

Article 1st. "Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof, to take, dry and cure fish, on certain coasts, bays, harbours and creeks of His Britannic Majesty's Dominions in America, it is agreed between the high contracting parties, that the inhabitants of the said United States shall have, forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau

Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours and creeks, from Mount Joly, on the southern coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty, forever, to dry and cure fish in any of the unsettled bays, harbours and creeks of the southern part of the coast of Newfoundland hereabove described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose, with the inhabitants, proprietors, or possessors of the ground."

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry or cure fish, on or within three marine miles, of any of the coasts, bays, creeks or harbours of His Britannic Majesty's Dominions in America, not included within the above mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbours for the purpose of shelter and of repairing damages therein, of purchasing wood and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any manner whatever abusing the privileges hereby reserved to them."

Attention is also called to the following provisions of the Act of the Parliament of Canada, Cap. 61, of the Acts of 1868, intituled: "An Act respecting fishing by foreign vessels."

2nd. "Any commissioned officer of Her Majesty's Navy, serving on board of any vessel of Her Majesty's Navy, cruising and being in the waters of Canada for purpose of affording protection to Her Majesty's subjects engaged in the fisheries, or any commissioned officer of Her Majesty's Navy, Fishery Officer, or Stipendiary Magistrate on board of any vessel belonging to or in the service of the Government of Canada and employed in the service of protecting the fisheries or any officer of the Customs of Canada, Sheriff, Magistrate or other person duly commissioned for that purpose, may go on board of any ship, vessel or boat, within any harbour in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creek or harbours in Canada, and stay on board so long as she may remain within such place or distance."

3rd. "If such ship, vessel or boat be bound elsewhere, and shall continue within such harbour, or so hovering for twenty-four hours after the Master shall have been required to depart, any one of such officers or persons as are above mentioned may bring such ship, vessel or boat into port and search her cargo, and may also examine the Master upon oath touching the cargo and voyage; and if the Master or person in command shall not truly answer the questions put to him in such examination, he shall forfeit four hundred dollars; and if such ship, vessel or boat be foreign, or not navigated according to the laws of the United Kingdom or of Canada, and have been found fishing, or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks or harbours of Canada, not included within the above mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel or boat, under the first section of this Act, such ship, vessel or boat, and the tackle, rigging, apparel, furniture, stores and cargo thereof shall be forfeited."

4th. "All goods, ships, vessels and boats, and the tackle, rigging, apparel, furniture, stores and cargo liable to forfeiture under this Act, may be seized and secured by any officers or persons mentioned in the second section of this Act; and every person opposing any officer or person in the execution of his duty under this Act, or aiding or abetting any other person in any opposition, shall forfeit eight hundred dollars, and shall be guilty of a misdemeanor, and upon conviction be liable to imprisonment for a term not exceeding two years."

Therefore be it known, that by virtue of the Treaty Provisions and Act of Parliament, above recited, all foreign vessels, or boats, are forbidden from fishing or taking fish by any means whatever within three marine miles of any of the coasts, bays, creeks and harbors in Canada, or to enter such bays, harbors and creeks, except for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever; of all of which you will take notice and govern yourself accordingly.

(Sd.)

GEORGE E. FOSTER,
Minister of Marine and Fisheries.

DEPARTMENT OF FISHERIES,
OTTAWA, 5th March, 1886.

[Enclosure No. 3.]

Circular No. 371.

CUSTOMS DEPARTMENT,

OTTAWA, 7th May, 1886.

SIR,—The Government of the United States having by notice terminated Articles 18 to 25, both inclusive, and Article 30, known as the Fishery Articles of the Washington Treaty, attention is called to the following provision of the Convention between the United States and Great Britain, signed at London, on the 20th October, 1818:—

Article 1st. "Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof, to take, dry and cure fish, on certain coasts, bays, harbours and creeks, of His Britannic Majesty's Dominion, in America, it is agreed between the high Contracting Parties, that the inhabitants of the said United States shall have, forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the Southern coast of Newfoundland which extends from Cape Ray to the Rameau Island, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours and creeks, from Mount Joly, on the southern coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty, forever, to dry and cure fish in any of the unsettled bays, harbours and creeks of the southern part of the coast of Newfoundland here above described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose, with the inhabitants, proprietors, or possessors of the ground."

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry or cure fish, on or within three marine miles, of any of the coasts, bays, creeks or harbours of His Britannic Majesty's dominions in America, not included within the above mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbours, for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any manner whatever abusing the privileges hereby reserved to them."

Attention is also called to the following provisions of the Act of the Parliament of Canada, Cap. 61, of the Acts of 1868, intituled: "An Act respecting fishing by foreign vessels."

2nd. "Any commissioned officer of Her Majesty's Navy, serving on board of any vessel of Her Majesty's Navy, cruising and being in the waters of Canada for the purpose of affording protection to Her Majesty's subjects engaged in the fisheries, or any commissioned officer of Her Majesty's Navy, Fishery Officer, or Stipendiary Magistrate on board of any vessel belonging to or in the service of the Government of Canada and employed in the service of protecting the fisheries or any officer of the Customs of Canada, Sheriff, Magistrate or other person duly commissioned for that purpose, may go on board of any ship, vessel or boat, within any harbour in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creek or harbours in Canada, and stay on board so long as she may remain within such place or distance."

3rd. "If such ship, vessel or boat be bound elsewhere, and shall continue within such harbour, or so hovering for twenty-four hours after the master shall have been required to depart, any one of such officers or persons as are above mentioned may bring such ship, vessel or boat into port and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command shall not truly answer the questions put to him in such examination, he shall forfeit four hundred dollars; and if such ship, vessel or boat be foreign, or not navigated according to the laws of the United Kingdom or of Canada, and have been found fishing, or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks or harbours of Canada, not included within the above mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel or boat under the first section of this Act, such ship, vessel or boat, and the tackle, rigging, apparel, furniture, stores and cargo thereof shall be forfeited."

4th. "All goods, ships, vessels and boats, and the tackle, rigging, apparel, furniture, stores and cargo liable to forfeiture under this Act, may be seized and secured by any officers or persons mentioned in the second section of this Act; and every person opposing any officer or person in the execution of his duty under this Act, or aiding or abetting any other person in any opposition, shall forfeit eight hundred dollars, and shall be guilty of a misdemeanor, and upon conviction be liable to imprisonment for a term not exceeding two years."

Having reference to the above, you are requested to furnish any foreign fishing vessels, boats or fishermen found within three marine miles of the shore, within your district, for other purposes than those of shelter and of repairing damages, of purchasing wood and of obtaining water, with a printed copy of the warning enclosed herewith. If such vessel or boat is found fishing, preparing to fish, or violating the provisions of the Convention of 1818, by shipping men or supplies or trading, or if hovering within the three-mile limit, does not depart within twenty-four hours after receiving such warning, you will place an officer on board of such vessel, and at once telegraph the facts to the Fisheries Department at Ottawa, and await instructions.

(Sd.) J. JOHNSON,
Commissioner of Customs.

[Enclosure No. 4.]

APPENDIX TO CIRCULAR NO. 371.

CUSTOMS DEPARTMENT, OTTAWA, July 12th, 1886.

SIR,—In order to avoid any misinterpretation of the concluding paragraph of my circular No. 371, dated 7th May last, you will substitute the following therefor:—

If any fishing vessel or boat of the United States is found fishing, or to have been fishing, or to be preparing to fish, within three marine miles of the shore within your district, you will please place an officer in charge thereof, and at once telegraph the facts to the Fisheries Department at Ottawa and await instructions.

To any foreign fishing vessels, boats or fishermen who may come within three marine miles of the shore of your district (but not fishing, preparing to fish, or having fished within such limit) you are requested to furnish a copy of the "Warning," and if any such vessel or boat shall not depart, within twenty-four hours after receiving such "Warning," even though such vessel or boat is not engaged in fishing, preparing to fish, or having fished within the three-mile limit, you will place an officer in charge thereof, and at once telegraph the facts as before mentioned; or if it be ascertained, subsequently to serving the "Warning," that any vessel or boat served therewith, has been fishing or preparing to fish before or after such service, you are not to allow the twenty-four hours to expire, but put an officer on board at once and act as directed.

(Sd.) J. JOHNSON,
Commissioner of Customs.

No. 34.

Governor General to Minister at Washington.

OTTAWA, 25th March, 1886.

SIR,—I have the honour to acknowledge the receipt of your despatch No. 23 of the 20th March, relating to the issuing of notices to American and Canadian fishermen as to their exclusion from fishing in the territorial waters now closed to them by the expiration of the Fishery Articles of the Treaty of Washington.

The warning of which reference is made in the newspaper extract enclosed in that despatch is no doubt that of which I now forward a copy herewith for your information.

It will be within your knowledge that in 1870, a circular dated May 16, of that year, calling the attention of American fishermen to the restrictions imposed by Article I of the Convention of 1818, and to the Canadian Statutes affecting the inshore fisheries of the Dominion, was issued by the United States Government, and I am glad to learn from your despatch that the Secretary of State has now under his consideration the propriety of issuing a similar notice.

I take this opportunity of acquainting you that the Fisheries Department has issued instructions, of which a copy is also enclosed for the guidance of its officers employed in the protection of the inshore fisheries of this country.

Enc. No. 1
of No. 33.

You will observe that these officers while directed to take all necessary steps for maintaining the Treaty rights of the Dominion are specially instructed to perform the duties entrusted to them with forbearance and discrimination.

I have, &c.

(Sd.)

LANSDOWNE.

SIR LIONEL S. SACKVILLE WEST, K.O.M.G.

No. 35.

Governor General to Minister at Washington.

[No. 29.]

OTTAWA, 27th March, 1886.

SIR,—I had the honour of receiving from you a despatch No. 20, dated 19th March, 1886, enclosing copy of a memo. handed by you to the Secretary of State, and describing the position of my Government under the Treaty of 1818, in regard to the inshore fisheries of the Dominion, and I had the honour, on the 24th instant, of acknowledging receipt of that despatch and of informing you that the memorandum was in accordance with the views of my Government.

I understand from your despatch above referred to that after calling Mr. Bayard's attention to the Canadian statutes affecting this question, and more especially to the Act 31 Vic., cap. 61, under which the Governor is empowered to grant licenses to foreign vessels for a period not exceeding one year to fish within three marine miles of the coasts, bays, creeks or harbours of Canada not included in the limits specified in Article I of the Convention of 1818, you suggested to Mr. Bayard that "all danger of friction might perhaps be avoided if it was clearly understood that no American vessel would be allowed to fish in Canadian waters within the three-mile limit without a license."

A statement to the above effect might possibly be interpreted as a suggestion on the part of Her Majesty's Government that the system of granting licenses which obtained between the expiration of the Reciprocity Treaty of 1854 and the beginning of the year 1870 should be again resorted to, and I therefore take this opportunity of making you aware that in the opinion of my Government it would not be desirable that any such suggestion should be made.

It will be within your knowledge that while these licenses were taken out by a considerable number of American fishermen in the first two years during which the system of issuing licenses was in existence the practice of applying for them was almost entirely discontinued by American fishermen, although it was notorious that large numbers of their vessels frequented Canadian waters. The failure of the system was so complete and the embarrassment which it occasioned so serious that it was terminated by an Order in Council of the Dominion Government, dated 8th January, 1870, under which it was decided "that the system of granting licenses to foreign vessels under the Act 31 Vic., cap. 61, be discontinued and that henceforth foreign fishermen be not permitted to fish in the waters of Canada."

It was in consequence of this decision on the part of the Dominion Government that Mr. Boutwell's circular dated 16th May, 1870, was issued for the purpose of notifying to American fishermen the effect in regard to the inshore fisheries of the Dominion of the Convention of 1818 and the Canadian Act of 1868 respecting fishing by foreign vessels.

It would under the above circumstances clearly be undesirable that anything should be said which might produce on Mr. Bayard's mind the impression that it was now open to American fishermen to avail themselves of fishing licenses similar to

those issued between 1866 and 1869, or that a renewal of the system in force between those years would be acceptable to my Government.

I have, &c.,
(Sd.) LANSDOWNE.

The Honourable
Sir LIONEL S. SACKVILLE WEST, K.O.M.G.,
&c., &c., &c.

No. 36.

Governor General to Earl Granville.

OTTAWA, 29th March, 1886.

My LORD,—In reference to my despatch of the 24th March, forwarding a copy of Sir Lionel West's despatch No. 20, of the 19th instant, I have the honour to enclose herewith copy of a further despatch, No. 29, which I addressed on the 27th to Sir Lionel West, defining with more precision the position of my Government in regard to Clause I of the Act of 1868, 31 Vic., cap. 61, under which power is taken to grant licenses to foreign fishing vessels frequenting the territorial waters of the Dominion.

Although the terms of the memorandum handed to Mr. Bayard by Sir L. West, and enclosed to me in his despatch above referred to, were strictly in accordance with the views of my Government, it appeared to me that the concluding portion of the despatch enclosing the memorandum was so worded as to leave the impression that in Sir Lionel West's belief it was still open to American fishermen, at any moment, to apply for and obtain licenses to use the inshore fisheries of the Dominion.

Your Lordship is fully aware of the circumstances under which the issue of these licenses was discontinued by the Dominion Government in 1870, and I thought it desirable to explain to Sir L. West that, at the present time, my Government would not be disposed to depart from the decision at which it then arrived, or as at present advised, to regard with favour any suggestion for a return to the practice of granting licenses.

I have, &c.,
(Sd.) LANSDOWNE.

The Right Honourable
EARL GRANVILLE, K.G.

No. 37.

From Minister at Washington to Governor General.

[No. 30.]

WASHINGTON, 29th March, 1886.

My LORD,—I have the honour to inform Your Excellency that the American Consul General at Halifax is reported to have argued that there is nothing in the treaty of 1818 to prevent Americans having caught fish in deep water and cured them from landing them in a marketable condition at any Canadian port and transshipping them in bond to the United States, either by rail or vessel, and that moreover a refusal to permit the transportation would be a violation to the general bonding arrangement between the two countries.

I have, &c.,
(Sd.) L. S. SACKVILLE WEST.

His Excellency
THE GOVERNOR GENERAL.

No. 38.

Minister at Washington to Governor General.

[No. 32.]

WASHINGTON, 30th March, 1886.

MY LORD,—I have the honour to acknowledge the receipt of Your Excellency's despatch No. 28, of the 25th instant, forwarding to me a copy of the "Warning" and of the instructions issued by the Department of Fisheries in consequence of the termination of the fishery articles of the Treaty of Washington.

I have, &c.,

(Sd.)

L. S. SACKVILLE WEST.

His Excellency

THE GOVERNOR GENERAL.

No. 39.

Governor General to Earl Granville.

CANADA, GOVERNMENT HOUSE,

OTTAWA, 30th March, 1886.

[No. 38.]

MY LORD,—I have the honour to enclose herewith a certified copy of a report of the Committee of the Privy Council approved by me to-day recommending that a copy of the Order in Council passed on the 3rd instant, authorizing the establishment of a Fisheries Police Force, together with a copy of the special instructions approved by the Order in Council of the 25th instant, should be forwarded to Your Lordship for the information of Her Majesty's Government.

2. The special instructions above mentioned have already been forwarded by me for Your Lordship's information, and a copy of Order in Council of the 3rd instant is enclosed herewith. I have now only to call your attention to the concluding passage of the Order of this day's date, in which I am requested to submit to Her Majesty's Government the propriety of taking "such steps as are deemed necessary to sustain the Canadian Fisheries Police Vessels in the full enforcement of the provisions of the Convention of 1818."

3. I may state in explanation of the wishes of my Government, that while it fully recognizes that the duty of enforcing police regulations affecting the fisheries is one which belongs to the Canadian authorities, it believes that those regulations can be more effectually enforced and will command greater respect at the hands of those against whom they are directed if they are supported by the presence of one or more of Her Majesty's ships.

4. The mere fact of that presence would certainly be calculated to create the impression that in insisting upon its treaty rights the Dominion had the approval, and would, if occasion arose, command the assistance of Her Majesty's Government.

5. This consideration would deserve additional weight if, as is possible, the Government of the United States should send a ship or ships of war to cruise off the Canadian coast for the protection of American vessels fishing in these waters.

6. I have only to add that I believed it was the case that after the expiration of the Reciprocity Treaty of 1854 a similar request was made on the part of the Dominion Government and acceded to by that of Her Majesty.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable

EARL GRANVILLE.

[Enclosure No. 1.]

P. C. No. 506.

REPORT of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council on the 30th March, 1886.

The Committee of the Privy Council, on the recommendation of the Minister of Marine and Fisheries advise that for the information of Her Majesty's Government, a copy of the Order in Council passed on the 3rd instant authorizing the establishment of a Fisheries Police Force for the protection of the Canadian Inshore Fisheries, be transmitted to the Colonial Secretary, as also a copy of the special instructions, &c., approved by Order in Council of 25th instant, to the end that having been advised of the action of the Canadian Government, Her Majesty's Government may take such steps as are deemed necessary to sustain the Canadian Fisheries Police Vessels in the full enforcement of the provisions of the Convention of 1818.

(Sd.) JOHN J. MCGEE,
Clerk, Privy Council.

No. 40.

Governor General to Earl Granville.

[No. 92.]

OTTAWA, 31st March, 1886.

MY LORD,—I have the honour to forward herewith for your Lordship's information, copies of two despatches which I have received from Her Majesty's Minister at Washington, relating to the issuing of notices to American and Canadian fishermen as to their exclusion from fishing in the territorial waters, respectively closed to them by the expiration of the Fishery Articles of the Treaty of Washington.

2. Your Lordship will observe that in view of the formal notification in this connection, given in the President's proclamation of the 31st January, 1885, no further action is deemed necessary by the United States Government.

3. I also forward a copy of a despatch which I have addressed to Sir Lionel West, enclosing for his information a copy of the confidential instructions issued by the Fisheries Department to the officers employed in the protection of the Canadian inshore fisheries, and of the "warning" published by the Minister in consequence of the termination of the Fishery Articles of the Treaty of 1871. I have already sent Your Lordship copies of these papers in my despatch of the 25th instant.

I have, &c.,
(Sd.) LANSDOWNE.

The Right Honourable
EARL GRANVILLE, K.G.,
&c., &c., &c.

No. 41.

Minister at Washington to Governor General.

[No. 33.]

WASHINGTON, 31st March, 1886.

MY LORD,—I have the honour to acknowledge the receipt of Your Excellency's despatch No. 29, of the 27th instant, informing me that any suggestion for the renewal of the licensing system for American vessels fishing in Canadian waters, under the Treaty of 1818, and which was discontinued by the Order in Council of the 8th January, 1870, would not be acceptable to Your Excellency's Government, and that it was clearly undesirable that anything should be said which might produce upon Mr. Bayard's mind the impression that it is now open to American fishermen to avail themselves of fishing licenses similar to those issued between 1866 and 1869.

In order therefore to prevent any misunderstanding of the position taken by the Government of the Dominion as described in Your Excellency's above-mentioned despatch, and which your Excellency seems to think may arise from the language I used in conversation with Mr. Bayard, I sent to him a memorandum, copy of which I have the honour to enclose, based upon it and embodying the views expressed therein.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

His Excellency
THE GOVERNOR GENERAL.

[Enclosure No. 1.]

MEMORANDUM.

In connection with the Dominion Fisheries Act, 1868 (31 Vic., cap. 61), and the issue of fishery licenses under it, communication was made to the United States Government in April, 1870, of an Order in Council of the Governor General to the following effect:—

"That the system of granting licenses to foreign vessels, under the Act 31 Vic., cap. 61, be *discontinued*, and that henceforth all foreign fishermen be prevented from fishing in the waters of Canada."

In consequence of this decision the Secretary of the Treasury issued the circular of the 16th May, 1870, notifying to American fishermen the effect, in regard to the inshore fisheries of the Dominion, of the Convention of 1818, and of the Canadian Act of 1868, respecting fishing by foreign vessels. The failure of the system of licenses was so complete, and the embarrassment which it occasioned so serious, that the Dominion Government are, under present circumstances, opposed to any suggestion for its renewal, and they point out that the Order in Council above referred to makes it clear that it is not now open to American fishermen to avail themselves of fishing licenses similar to those issued between the years 1866 and 1869.

WASHINGTON, 31st March, 1886.

No. 42.

Minister at Washington to Governor General.

[No. 34.]

WASHINGTON, 31st March, 1886.

MY LORD—With reference to Mr. Boutwell's circular of 16th May, 1870, alluded to in Your Excellency's Despatch No. 29 of the 27th instant, I have the honour to request Your Excellency to inform me whether Mr. Mitchell's report, dated Ottawa, 31st May, 1870, pointing out certain errors therein, is maintained by Your Excellency's Government.

I have, &c.,
(Sd.)

L. S. SACKVILLE WEST.

His Excellency
THE GOVERNOR GENERAL.

No. 43.

Governor General to Earl Granville.

[No. 107.]

OTTAWA, 6th April, 1886.

Mr LORD,—I have the honour to enclose herewith copy of an approved Report of the Privy Council upon a despatch which I received on the 2nd instant, from Her Majesty's Minister at Washington (and of which a copy is herewith enclosed) informing me that the United States Consul General at Halifax, was reported to have argued that under the Convention of 1818 it was open to American fishermen to land,

No. 37.

cured in a marketable condition fish, which had been caught outside the three-mile limit, at any Canadian port, and to tranship the same in bond to the United States by rail or vessel, and that any refusal to permit such transshipment would be a violation of the general bonding arrangement between the two countries.

It does not appear from Sir L. West's despatch that this statement was made officially, or that it has been supported by the Government of the United States. As however, the matter is one to which further reference may be made, it is desirable that the views of my Government in regard to it should be placed on record.

The report of the Privy Council contains an explanation of the reasons for which, it is believed that under the terms of the Convention, American fishermen are absolutely excluded from admission to Canadian bays or harbours, except for the purposes of shelter and repairing damages therein, or of purchasing wood and obtaining water.

The arrangements in force between the two countries for the transshipment of goods in bond, arrangements which depend in the main upon the Customs laws of the two countries cannot therefore be regarded as in any sense restricting the operation of the Convention. It should, moreover, be remembered that these bonding arrangements are the same as those which obtained between the two countries after the expiration of the Reciprocity Treaty of 1854, and I am not aware that between that date and the date of the Treaty of 1871, any claims such as those now made by the Consul General at Halifax, were preferred on the part of the United States Government.

Your Lordship will, however, clearly understand that although it is thought necessary to enforce strictly against American fishing vessels, a restriction which was framed with the express purpose of affording protection to the fisheries of the British Colonies, that restriction would not be applicable to vessels not themselves engaged in fishing, but visiting Canadian ports in the ordinary course of trade.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE.

[Enclosure No. 1.]

REPORT of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Governor-General in Council on the 6th April, 1886.

The Committee of the Privy Council have had under consideration a despatch, dated the 29th March, 1886, from Her Majesty's Minister at Washington, informing Your Excellency that the United States' Consul General at Halifax was reported to have argued that there is nothing in the Convention of 1818 to prevent Americans, having caught fish in deep water and cured them, from landing them in a marketable condition at any Canadian port and transshipping them in bond to the United States either by rail or vessel, and that any refusal to permit such transshipment would be a violation of the general bonding arrangement between the two countries.

The Sub-Committee to whom the despatch in question was referred report that if the contention of the United States' Consul at Halifax is made in relation to American fishing-vessels, it is inconsistent with the Convention of 1818.

That they are of opinion, from the language of that Convention—"Provided, however, that the American fishermen shall be permitted to enter such bays or harbours for the purposes of shelter, and of repairing damages therein, of purchasing wood, and of obtaining water and for no other purpose whatever"—that, under the terms of the Convention, United States' fishermen may properly be precluded from entering any harbour of the Dominion for the purpose of transshipping cargoes, and that it is not material to the question that such fishermen may have been engaged in fishing outside of the "3-mile limit" exclusively, or that the fish which they may desire to have transhipped have been taken outside of such limit.

That to deny the right of transshipment would not be a violation of the general bonding arrangement between the two countries.

That no bonding arrangement has been made which, to any extent, limits the operation of the Convention of 1818, and, inasmuch as the right to have access to the ports of what is now the Dominion of Canada for all other purposes than those named, is explicitly renounced by the Convention, it cannot with propriety be contended that the enforcement of the stipulation above cited is contrary to the general provisions upon which intercourse is conducted between the two countries.

Such exclusion could not, of course, be enforced against United States' vessels not engaged in fishing.

The Sub-Committee in stating this opinion are not unmindful of the fact that the responsibility of determining what is the true interpretation of a Treaty or Convention made by Her Majesty must remain with Her Majesty's Government, but in view of the necessity of protecting to the fullest extent the inshore fisheries of the Dominion according to the strict terms of the Convention of 1818, and in view of the failure of the United States' Government to accede to any arrangements for the mutual use of the inshore fisheries, the Sub-Committee recommend that the claim which is reported to have been set up by the United States' Consul-General at Halifax be resisted.

The Committee concur in the foregoing Report and Recommendation, and they respectfully submit the same for your Excellency's approval.

(Sd.)

JOHN J. MCGEE,
Clerk, Privy Council for Canada.

No. 44.

Minister at Washington to Governor General.

[No. 37.]

WASHINGTON, 6th April, 1886.

MY LORD,—I have the honour to enclose Your Excellency herewith a précis of a debate in the Senate on the fisheries question. The resolutions in the House of Representatives will be found in the Congressional Record (No. 83, pp. 3134 and debate 3157.)

I have, &c.,

(Sd.)

L. S. SACKVILLE WEST.

His Excellency

THE GOVERNOR GENERAL.

[Enclosure No. 1.]

LOOKING TO WAR.

BRITISH CRUISERS TO PREY UPON AMERICAN FISHING VESSELS—GRAVE QUESTIONS OF INTERNATIONAL LAW.

During the debate in the Senate yesterday upon the Logan Bill to increase the efficiency of the army, Mr. Frye digressed to the subject of his resolution in relation to the fisheries. He regarded it as very important that that matter should be discussed and settled. It involved a matter, he said, that looked to war. He read resolutions of a fishing association, at Portland, Me., praying that the American Government send armed vessels to the fishing grounds to protect our fishing vessels, inasmuch as the Canadian government had forbidden American fishing vessels to enter Canadian ports, for any purpose except the merest purposes of shelter.

The minister of marine of Canada, Mr. Frye said, had issued a proclamation that no American vessel should be permitted to enter Canadian ports for the purpose of buying bait or shipping crews or landing fish for transportation across Canadian territory to places in the United States, and he understood that the Canadian government had fitted out their cruisers to prevent American fishing vessels from entering Canadian waters. Mr. Frye read two recent telegrams from the State Department, one asserting this right of Canadian vessels, and the other, dated the same day, saying the Department was just informed that American fishing vessels could only enter Canadian ports for shelter, or to repair damages, &c.

The State Department, Mr. Frye said, needed further education. He declared that we had a perfect right to enter Canadian ports for any purpose we pleased, except piracy. We

were not relegated to the Treaty of 1818, but were operating under the Treaty of 1849, and the proclamations issued thereunder. Our ships could go into Canadian ports to buy bait, or ship crews, or get ice, or flour just as Canadian vessels were to-day doing that very thing in Portland and Gloucester harbours, yet British cruisers were to prey on American fishing vessels as they had been preying on them for fifty years. Mr. Frye was only waiting for a single American vessel to be seized, then he proposed to introduce a Bill of less than ten lines closing the ports of the United States against all British colonial fishing, freighting and passenger vessels all along the line of the great lakes and the Atlantic coast, and we would then see how long Canada would carry on this operation that she had now entered on. To-day, Mr. Frye said, he will move to take up his fisheries resolution.

Mr. Morgan expressed his surprise that a discussion of the fisheries should be interjected into a discussion of the military Bill. He supposed Mr. Frye thought this a good opportunity to express his belligerent views. The question involved, Mr. Morgan said, was one of commerce and was capable of being handled without the intervention of an army or navy either. It involved grave questions of international law. He (Mr. Morgan) would avail himself of every power within the reach of the Government to maintain the slightest right of any American citizen against foreign interference. His views on the general topic coincided with those of Mr. Frye, but what was wanted was serious consideration after full information, which we did not have now. Mr. Morgan said he would endeavour to inform himself as to the position of the question, to ascertain whether there were any new facts of so alarming a character as to warrant the prognostications regarding the seizure of vessels indulged in by the Senator from Maine.

IN THE HOUSE.

Mr. Dingley, of Maine, introduced a resolution requesting the President to furnish the House with any information in his possession relative to the exclusion of American fishing vessels from the right to enter ports of entry of the Dominion of Canada for the purpose of trading, purchasing supplies, or loading fish caught in deep water for shipment in bond to the United States, or doing other acts which Canadian and other British vessels are freely permitted to do in ports of the United States, and also to inform the House what steps have been taken or are proposed to bring such unwarrantable acts of the Dominion authorities to the attention of the British Government.

No. 45.

Governor General to Minister at Washington.

[No. 43.]

OTTAWA, 7th April, 1886.

SIR,—I caused to be referred to my Government your despatch No. 30, of the 29th March, in which you informed me that the United States Consul General at Halifax was reported to have agreed that there was nothing in the Convention of 1818 to prevent American fishermen from landing at any Canadian port, cured and in a marketable condition, fish which had been caught by them outside the territorial waters of this country and transshipping the same in bond to the United States by rail or otherwise, and that any refusal to permit such transportation would be a violation of the general bonding arrangements existing between the two countries.

I have now the honour to forward herewith for your information, copies of an approved report of a Committee of the Privy Council setting forth the views of my Government upon the point raised by the Consul General and of a despatch which I have sent to Earl Granville on the same subject.

No. 43 and
Enc. No. 1
of No. 43.

I have, &c.,

(Sd.)

LANSDOWNE.

The Honourable
SIR SACKVILLE WEST,
Washington.

No. 46.

Governor General to Earl Granville.

OTTAWA, 7th April, 1886.

My LORD,—In continuation of my despatch of the 29th ultimo, relating to the matter of licenses to foreign vessels to fish in Canadian territorial waters, I have the honour to forward herewith for Your Lordship's information, a copy of a despatch which I have received from Sir L. S. West, enclosing a memorandum upon the subject referred to which he has handed to Mr. Bayard.

No. 41 and Enclosure
No. 1 of No. 41.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE.

No. 47.

Governor General to Earl Granville, K.G.

OTTAWA, 7th April, 1886.

[No. 109.] My LORD,—I have the honour to forward herewith for Your Lordship's information, extracts from the debates of the Dominion House of Commons containing a report of a debate on a motion of the Honorable Peter Mitchell in reference to the Fisheries Police Force of Canada.

Vide Hansard, 1st April 1886, page 461.

It will be within your knowledge that Mr. Mitchell was Dominion Minister of Marine and Fisheries between the years 1867 and 1874.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE.

No. 48.

Governor General to Earl Granville, K.G.

OTTAWA, 10th April, 1886.

[No. 115.] My LORD,—I have the honour to forward herewith for Your Lordship's information, a copy of a despatch which I have received from Her Majesty's Minister at Washington, enclosing a Précis of a Debate in the Senate on the Fisheries question.

No. 44.
Vide Congressional Record.

I also enclose, for convenience of reference, extracts from the Congressional Record containing the Resolutions mentioned in Sir L. West's despatch.

I have communicated Sir L. West's despatch and its enclosure to my Ministers for their information.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE.

No. 49.

From Minister at Washington to Governor General.

[No. 39.]

WASHINGTON, 13th April, 1886.

MY LORD,—I have the honor to enclose to Your Excellency, herewith, copy of a resolution submitted to the House of Representatives on the Canadian Fishing regulations.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

His Excellency

THE GOVERNOR GENERAL.

[Enclosure No. 1:]

CANADIAN FISHING REGULATIONS.

APRIL 5, 1886.—Referred to the Committee on Foreign Affairs and ordered to be printed.

Mr. DINGLEY submitted the following

RESOLUTION :

Whereas the Minister of Marine of the Dominion of Canada has issued a proclamation directing the enforcement of an Act of the Dominion Parliament which prohibits any fishing vessels of the United States from entering any Dominion harbour except for the purpose of shelter, repairing damages, and purchasing wood and obtaining water ; and

Whereas press despatches announce that, under this proclamation, Dominion officers have denied to fishing vessels of the United States the right to enter ports of entry in said Dominion for the purpose of purchasing supplies, or landing fish caught in deep water for shipment in bond to the United States, or doing other acts which Canadian and other British vessels are freely permitted to do in ports of the United States ; and

Whereas these acts of the authorities of the Dominion of Canada are in contravention of the principles which regulate the intercourse of friendly civilized nations, and in direct conflict with a legislative arrangement between the Governments of the United States and Great Britain, which went into effect the first day of January, eighteen hundred and fifty, by which Great Britain in view of similar privileges conditionally conceded to her vessels by the United States, placed the vessels of the United States on the same footing in British ports, including British colonies, as that on which British vessels are placed in the ports of the United States, the coasting trade only excepted : Therefore,

Resolved, That the President be requested to furnish the House, if compatible with the public interests, with any information in his possession relative to the exclusion of American fishing vessels from the right to enter ports of entry of the Dominion of Canada for the purpose of trading, purchasing supplies, or landing fish caught in deep water for shipment in bond to the United States, or doing other acts which Canadian and other British vessels are freely permitted to do in ports of the United States ; and also to inform the House what steps have been taken or are proposed to bring such unwarrantable and unfriendly acts of the Dominion authorities to the attention of the British Government.

No. 50.

Governor General to Minister at Washington.

[No. 43.]

OTTAWA, 20th April, 1886.

SIR,—In reply to your despatch No. 34, of the 31st March last, asking to be informed whether Mr. Mitchell's report of the 31st May, 1870, pointing out certain errors in Mr. Boutwell's circular of 16th May, 1870, is maintained by my Government, I have the honour to enclose herewith for your information a copy of an

approved report of a Committee of the Privy Council containing the views of my Government upon the point referred to.

I have, &c.,

(Sd.) LANSDOWNE.

The Honourable

Sir L. S. SACKVILLE WEST, K.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

P. C. No. 132 G.

Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 15th April, 1886.

The Committee of the Privy Council have had under consideration a despatch dated 31st March, 1886, from Her Majesty's Minister at Washington requesting information as to whether Mr. Mitchell's report dated Ottawa, 31st May, 1870, pointing out certain errors in Mr. Boutwell's circular of 16th May, 1870, is maintained by Your Excellency's Government.

The Minister of Marine and Fisheries to whom the despatch was referred submits that the above mentioned report of Mr. Mitchell was approved by His Excellency in Council, 7th June, 1870, and that a further memorandum upon the same subject and to the same effect, was, on the 14th June, 1870, submitted and approved by His Excellency in Council on 1st July, 1870.

The Committee recommend that Your Excellency be moved to inform Sir Lionel Sackville West that the views expressed in the Orders in Council referred to, are those still held by the Canadian Government, and the assurance is repeated that this Government has no intention of interfering in any way with the rights guaranteed to United States fishermen within the limits laid down by the Convention of 1818.

The Committee respectfully submit the same for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,
Clerk, Privy Council.

No. 51.

Governor General to Earl Granville, K. G.

[No. 130.]

OTTAWA, 20th April, 1886.

MY LORD,—I have the honour to forward for Your Lordship's information a copy of a despatch which I have received from Her Majesty's Minister at Washington, asking to be informed whether my Government maintained Mr. Mitchell's report of the 31st May, 1870, on Mr. Boutwell's circular of 16th May of the same year relating to the fisheries.

I caused Sir L. West's despatch to be referred to my Ministers for consideration and I have the honour to enclose a copy of a despatch which I have addressed to Sir L. West, forwarding for his information a copy of an approved report of a Committee of the Privy Council, embodying the views of my Government upon the point in question.

No. 42.
Enc. No. 1 of
No. 50.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable

EARL GRANVILLE, K. G.

No. 52.

From Governor General to Earl Granville.

[No. 139.]

OTTAWA, 24th April, 1886.

MY LORD,—I have the honour to forward herewith for your Lordship's information a copy of a despatch which I have received from Her Majesty's Minister at Washington, enclosing copies of a Resolution submitted to the House of Representatives on the Canadian fishing regulations.

I have caused a copy of Sir L. West's despatch and its enclosure to be communicated to my Ministers for their information.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE., K. G.

No. 53.

From Minister at Washington to Governor General.

[No. 49.]

WASHINGTON, 29th April, 1886.

MY LORD,—I have the honour to acknowledge the receipt of Your Excellency's despatch No. 48, of the 20th instant, conveying to me the views of Your Excellency's Government, as expressed in the report of a Committee of the Privy Council which accompanied it, on Mr. Mitchell's report of 31st May, 1870.

I have, &c.,

(Sd.)

L. S. SACKVILLE WEST.

His Excellency
THE GOVERNOR GENERAL.

No. 54.

From Governor General to Earl Granville.

[No. 145.]

OTTAWA, 1st May, 1886.

MY LORD,—As I observed that some comments have been made in the London press upon the alleged detention of an American schooner at Baddeck, C. B., for violation of the fishery laws of the Dominion, it may be as well that I should submit to you the following statement of the facts of the case, with which I have been supplied by my Minister of Marine and Fisheries:—

On the evening of the 22nd of April the American schooner "Joseph Storey," Captain J. L. Anderson, of Gloucester, Mass., anchored off the harbour of Baddeck. On the following morning the Captain came ashore, bought some supplies, engaged a man, took him on board, and sailed without reporting to the Customs authorities. The Collector at Baddeck, Mr. L. G. Campbell, upon this, telegraphed to the Sub-Collector at Bras d'Or, instructing him to detain the vessel, and at the same time reported his own action in the matter by telegram to the Minister of Customs.

In compliance with these instructions, the Sub-Collector at Bras d'Or detained the vessel, which proved to have clearance from St. Peter's to Aspy Bay on a trading voyage.

On the 24th of April the Minister of Customs telegraphed to Mr. Campbell, that the vessel should be allowed to proceed on condition that the man illegally shipped should be put on shore, the Captain being formally warned by the Collector not to repeat the offence.

Your Lordship will observe that this vessel being an American schooner had rendered herself liable to seizure for violation of the Customs' law, by not reporting when she touched at Baddeck, as well as of the coasting laws, by plying for trade between Canadian ports. The Collector's first telegram to the Minister of Customs stated that she was a fishing schooner, and on that information the telegram above referred to was sent, ordering her not to be longer detained, provided the conditions attached were complied with. If it had been known that the case was one of trading illegally, the vessel would, without doubt, have been held for violation of the Customs' law. By the time, however, when the Minister of Customs had been made aware of the actual facts of the case, she had already been released and permitted to proceed on her voyage.

I have, &c.,

(Sd.) LANSLOWNE.

The Right Honourable
EARL GRANVILLE, K.G.

No. 55.

(Telegram.)

Earl Granville to Lord Lansdowne.

10th May, 1886.

Telegraph as early as possible the full particulars respecting the seizure of the "David J. Adams."

(Sd.) GRANVILLE.

No. 56.

(Telegram.)

Lord Lansdowne to Earl Granville.

10th May, 1886.

The schooner "David J. Adams" was buying bait at Digby. Did not report as required by law to Collector, and concealed her name and port of registry. Is now detained at Digby in charge of Collector, and will be tried before Vice-Admiralty Court, at Halifax, for violation of Dominion Fishery Law of 1868, for contravention of Convention of 1818, and for violation of Customs Law by not reporting to Collector. Question of limits of territorial waters not raised.

(Sd.) LANSLOWNE.

No. 57.

Copy of telegram from Sir Lionel West to Governor General.

11th May, 1886.

The conduct of Captain Scott in declining to give reasons for the seizure of the "David J. Adams," is much deprecated by the Secretary of State. The United States Consul has been referred to your Government.

(Sd.) WEST.

No. 58.

From Governor-General to Earl Granville.

OTTAWA, 11th May, 1886.

MY LORD,—I had the honour to send Your Lordship yesterday a telegram giving particulars of the detention on the 7th inst., at Digby, N.S., of the United States schooner "David J. Adams" for a breach of the Customs and Fishery Laws.

2. Your Lordship will observe that the case was one in which there was no doubt that the vessel had knowingly entered a Canadian port for an illegal purpose, her captain having endeavoured to conceal her name and port of registry. The evidence on this point and also the proof that she had bought bait in large quantities was, I understand, ample.

3. She had, in addition to this, violated Sections 25 and 29 of the Customs Act of 1883 (46 Vic., cap. 12) having been fully twenty-four hours in port without reporting to the Collector of Customs.

4. In consequence of the above occurrence, Captain Scott, R. N., in command of the Fishery Police Steamer "Lansdowne," took possession of the schooner and towed her to St. John, N.B. Instructions had, in the meantime, been sent to him by telegraph, as soon as the Fisheries Department had been advised of the seizure, to detain the "David J. Adams" at Digby, it being thought best that the vessel should be libelled and the case tried in the Vice-Admiralty Court of the Province in which the offence had been committed. In compliance with these instructions Captain Scott took the "David J. Adams" back to Digby, where she now remains in charge of the Collector of Customs.

5. Proceedings will be taken against her (1) for violation of the Customs Act 31 above referred to; (2) for violation of the Dominion Fishery Act 1868, 31 Vic., cap. 61; (3) for contravention of the provisions of the Convention of 1818 as enacted in the Imperial Act of 1819 (59 Geo. III, cap. 38).

6. No question has, in this case, arisen with regard to the limits of the territorial waters of the Dominion.

7. As your Lordship is, no doubt, aware American fishing vessels frequenting the coast of Canada have been in the habit of depending, to a great extent, upon Canadian fishermen for their supplies of bait. It has been usual for such vessels hailing from New England ports as soon as the supplies with which they had provided themselves on starting for their trip have become exhausted, to renew it in Canadian waters. Such vessels, if compelled, as soon as they ran short of bait, to return from the Canadian banks to an American port, would lose a great part of their fishing season and be put to considerable expense and inconvenience. Some idea of the importance of this point may be formed from the fact that Mr. Jonas, Commissioner to the London Fisheries Exhibition and a high authority on all matters connected with the fisheries of the Dominion, in a paper read before the British Association of Montreal in 1884, estimates the cost of the bait used by each vessel engaged in the cod fishing at one-fourth of the value of her catch of cod.

8. There can, however, be no doubt that under the terms of the Convention of 1818 foreign fishing vessels are absolutely precluded from resorting to Canadian waters for the purpose of obtaining supplies of bait, and in view of the injury which would result to the fishing interests of the Dominion which the Convention of 1818 was manifestly intended to protect, if any facilities not expressly authorized by that Convention were conceded to foreign fishermen, my Government will, so long as the relations of the Dominion with the United States are regulated by the Convention, be disposed to insist upon a strict observance of its provisions in this respect.

9. I will keep Your Lordship informed of any further occurrence which may take place in connection with this question.

I have, &c.

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE, K G., &c.

No. 59.

Copy of telegram from Sir L. West to Governor General.

12th May, 1886.

Referring to my telegram to you of yesterday, I am informed by the Secretary of State that Captain Scott still declines to state the reasons why the "David J. Adams" was seized or held. This information is maintained by the United States Consul to be necessary for the defence of the case.

(Sd.) WEST.

No. 60.

Copy of telegram from Governor General to Sir L. West.

12th May, 1886.

The "David J. Adams" will be proceeded against on account of the violation of the Customs Law of 1883, also of the Dominion Fishery Act of 1868 and of the Convention of 1818. Instructions to state reasons of seizure, in all cases, have been sent to Captain Scott.

(Sd.) LANSDOWNE.

No. 61.

Minister at Washington to the Governor General.

{No. 57.]

WASHINGTON, 12th May, 1886.

MR LORD,—I have the honour to enclose herewith for Your Excellency's information, copy of a note which I have received from the Secretary of State relative to the seizure of the American fishing vessel "David J. Adams," and to questions resulting therefrom.

I have, etc.,

(Sd.)

L. S. SACKVILLE WEST.

His Excellency

THE MARQUIS OF LANSDOWNE, K.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

Mr. Bayard to the Minister at Washington.

DEPARTMENT OF STATE,

WASHINGTON, 10th May, 1886.

SIR,—On the 6th instant, I received from the Consul General of the United States, at Halifax, a statement of the seizure of an American schooner, the "Joseph Story," of Gloucester, Massachusetts, by the authorities at Baddeck, Cape Breton, and her discharge after a detention of twenty-four hours.

On Saturday, the 8th instant, I received a telegram from the same official, announcing the seizure of the American schooner "David J. Adams," of Gloucester, Massachusetts, in the Annapolis Basin, Nova Scotia, and that the vessel had been placed in the custody of an officer of the Canadian steamer "Lansdowne," and sent to St. John, New Brunswick, for trial.

As both of these seizures took place in closely land-locked harbours, no invasion of the territorial waters of the British Provinces, with the view of fishing there, could well be imagined. And yet the arrests appear to have been based upon the act or intent of fishing within waters as to which, under the provisions of the Treaty of 1818, between Great Britain

and the United States of America, the liberty of the inhabitants of the United States to fish has been renounced.

It would be superfluous for me to dwell upon the desire which, I am sure, controls those respectively charged with the administration of the Governments of Great Britain and the United States to prevent occurrences tending to create exasperation and unneighbourly feeling, or collision between the inhabitants of the two countries; but animated with this sentiment the time seems opportune for me to submit some views for your consideration, which I confidently hope will lead to such administration of the laws regulating the commercial interests and the mercantile marine of the two countries as may promote good feeling and mutual advantage, and prevent hostility to commerce under the guise of protection to inshore fisheries.

The Treaty of 1818 is between two nations, the United States of America and Great Britain, who, as the contracting parties, can alone apply authoritative interpretation thereto, or enforce its provisions by appropriate legislation.

The discussion prior to the conclusion of the Treaty of Washington, in 1871, was productive of a substantial agreement between the two countries as to the existence and limit of the three marine miles, within the line of which, upon the regions defined in the Treaty of 1818, it should not be lawful for American fishermen to take, dry or cure fish. There is no hesitancy upon the part of the Government of the United States to proclaim such inhibition and warn their citizens against the infraction of the treaty in that regard, so that such inshore fishing cannot lawfully be enjoyed by an American vessel being within three marine miles of the land.

But since the date of the Treaty of 1818, a series of laws and regulations importantly affecting the trade between the North American Provinces of Great Britain and the United States have been, respectively, adopted by the two countries, and have led to amicable and mutually beneficial relations between their respective inhabitants.

This independent, and yet concurrent, action by the two Governments, has effected a gradual extension, from time to time, of the provisions of Article 1 of the Convention of 3rd July, 1815, providing for reciprocal liberty of commerce between the United States and the territories of Great Britain in Europe, so as gradually to include the Colonial possessions of Great Britain in North America and the West Indies, within the results of that treaty.

President Jackson's Proclamation of 5th October, 1830, created a reciprocal commercial intercourse, on terms of perfect equality of flag between this country and the British American dependencies, by repealing the Navigation Acts of 18th April, 1818, 15th May, 1820, and 1st March, 1823, and admitting British vessels and their cargoes "to an entry in the ports of the United States, from the islands, provinces and colonies of Great Britain, on or near the American continent, and north or east of the United States." These commercial privileges have since received a large extension, in the interests of propinquity, and, in some cases, favours have been granted by the United States without equivalent concession. Of the latter class, is the exemption granted by the Shipping Act of 26th June, 1884, amounting to one-half of the regular tonnage dues on all vessels from the British North American and West Indian possessions entering ports of the United States. Of the reciprocal class are the arrangements for transit of goods and the remission by proclamation, as to certain British ports and places, of the remainder of the tonnage tax, on evidence of equal treatment being shown to our vessels.

On the other side, British and Colonial legislation, as notably in the case of the Imperial Shipping and Navigation Act of 26th June, 1849, has contributed its share toward building up an intimate intercourse and beneficial traffic between the two countries, founded on mutual interest and convenience. These arrangements, so far as the United States are concerned, depend upon municipal statute and upon the discretionary powers of the executive thereunder.

The seizure of the vessels I have mentioned, and certain published warnings purporting to have been issued by the colonial authorities, would appear to have been made under a supposed delegation of jurisdiction by the Imperial Government of Great Britain, and to be intended to include authority to interpret and enforce the provisions of the Treaty of 1818, to which, as I have remarked, the United States and Great Britain are the contracting parties, who can alone deal responsibly with questions arising thereunder.

The effect of this Colonial legislation and executive interpretation, if executed according to the letter, would be not only to expand the restrictions and renunciations of the Treaty of 1818, which related solely to inshore fishing within the three-mile limit, so as to affect the deep sea fisheries, the right to which remained unquestioned and unimpaired for the enjoyment of the citizens of the United States, but further to diminish and practically destroy the privileges expressly secured to American fishing vessels to visit those inshore waters for the objects of shelter, repair of damages and purchasing wood and obtaining water.

Since 1818 certain important changes have taken place in fishing in the regions in question, which have materially modified the conditions under which the business of inshore fishing is conducted and which must have great weight in any present administration of the Treaty.

Drying and curing fish, for which a use of the adjacent shores was at one time requisite, is now no longer followed, and modern invention of processes of artificial freezing, and the employment of vessels of a larger size, permit the catch and direct transportation of fish to the markets of the United States without recourse to the shores contiguous to the fishing grounds.

The mode of taking fish inshore has also been wholly changed, and from the highest authority on such subjects I learn that bait is no longer needed for such fishing, that purse-seines have been substituted for the other methods of taking mackerel, and that by their employment these fish are now readily caught in deeper waters entirely exterior to the three-mile line.

As it is admitted that the deep-sea fishing was not under consideration in the negotiation of the Treaty of 1818, nor was affected thereby, and as the use of bait for inshore fishing has passed wholly into disuse, the reasons which may have formerly existed for refusing to permit American fishermen to catch or procure bait within the line of a marine league from the shore, lest they should also use it in the same inhibited waters for the purpose of catching other fish, no longer exist.

For it will, I believe, be conceded as a fact that bait is no longer needed to catch herring or mackerel, which are the objects of inshore fishing, but is used, and only used, in deep-sea fishing, and, therefore, to prevent the purchase of bait or any other supply needed in deep-sea fishing, under colour of executing the provisions of the Treaty of 1818, would be to expand that convention to objects wholly beyond its purview, scope and intent, and give to it an effect never contemplated by either party, accompanied by results unjust and injurious to the citizens of the United States. As, therefore, there is no longer any inducement for American fishermen to dry and cure fish on the interdicted coasts of the Canadian Provinces, and as bait is no longer used or needed by them (for the prosecution of inshore fishing) in order to take fish in the inshore waters to which the Treaty of 1818 alone relates, I ask you to consider the results of excluding American vessels duly possessed of permits from their own Government to touch and trade at Canadian ports, as well as to engage in deep-sea fishing from exercising freely the same customary and reasonable rights and privileges of trade in the ports of the British Colonies as are freely allowed to British vessels in all the ports of the United States under the laws and regulations to which I have adverted.

Among these customary rights and privileges may be enumerated the purchase of ship supplies of every nature, making repairs, the shipment of crews in whole or part, and the purchase of ice and bait for use in deep sea fishing.

Concurrently, these usual rational and convenient privileges are freely extended to and are fully enjoyed by the Canadian merchant marine of all occupations, including fishermen, in the ports of the United States.

The question therefore arises whether such a construction is admissible as would convert the Treaty of 1818, from being an instrumentality for the protection of the inshore fisheries along the described parts of the British American coast, into a pretext or means of obstructing the business of deep sea fishing by citizens of the United States, and of interrupting and destroying the commercial intercourse that, since the Treaty of 1818 and independent of any treaty whatever, has grown up and now exists under the concurrent and friendly laws and mercantile regulations of the respective countries?

I may recall to your attention the fact that a proposition to exclude the vessels of the United States engaged in fishing from carrying also merchandize, was made by the British negotiators of the Treaty of 1818, but being resisted by the American negotiators was abandoned. This fact would seem clearly to indicate that the business of fishing did not then and does not now disqualify a vessel from also trading in the regular ports of entry.

I have been led to offer these considerations by the recent seizures of American vessels to which I have adverted and by indications of a local spirit of interpretation in the Provinces, affecting friendly intercourse, which is, I firmly believe, not warranted by the terms of the stipulations on which it professes to rest. It is not my purpose to prejudge the facts of the cases, nor have I any desire to shield any American vessel from the consequences of violation of international obligation. The views I advanced may prove not to be applicable in every feature to those particular cases, and I should be glad if no case whatever were to arise calling in question the good understanding of the two countries in this regard in order to be free from the grave apprehensions which, otherwise, I am unable to dismiss.

It would be most unfortunate and, I cannot refrain from saying, most unworthy, if the two nations who contracted the Treaty of 1818, should permit any questions of mutual right

and duty under that convention to become obscured by partisan advocacy or distorted by the heat of local interests. It cannot but be the common aim to conduct all discussion in this regard with dignity and in a self-respecting spirit, that will show itself intent upon securing equal justice rather than unequal advantage. Comity, courtesy and justice cannot, I am sure, fail to be the ruling motives and objects of discussion.

I shall be most happy to come to a distinct and friendly understanding with you, as the representative of Her Britannic Majesty's Government, which will result in such a definition of the rights of American fishing vessels under the Treaty of 1818, as shall effectually prevent any encroachment by them upon the territorial waters of the British Provinces, for the purpose of fishing within those waters, or trespassing in any way upon the littoral or marine rights of the inhabitants, and at the same time prevent that convention from being improperly expanded into an instrument of discord, by affecting interests and accomplishing results wholly outside of and contrary to its object and intent, by allowing it to become an agency to interfere with, and perhaps destroy, those reciprocal commercial privileges and facilities between neighbouring communities, which contribute so importantly to their peace and happiness.

It is obviously essential that the administration of the laws regulating the Canadian inshore fishing should not be conducted in a punitive and hostile spirit, which can only tend to induce acts of a retaliatory nature.

Everything will be done by the United States to cause their citizens, engaged in fishing, to conform to the obligations of the treaty, and prevent an infraction of the fishing laws of the British Provinces; but it is equally necessary that ordinary commercial intercourse should not be interrupted by harsh measures and unfriendly administration.

I have the honour, therefore, to invite a frank expression of your views upon the subject, believing that, should any differences of opinion or disagreement as to facts exist, they will be found to be so minimized that an accord can be established for the full protection of the inshore fishing of the British Provinces, without obstructing the open sea fishing operations of the citizens of the United States, or disturbing the trade regulations now subsisting between the countries.

I have, &c.,

(Sd.) T. F. BAYARD.

No. 62.

Governor General to Earl Granville.

[No. 156.]

OTTAWA, 17th May, 1886.

MY LORD,—I have the honour to enclose herewith copies of the following paper relating to the recent seizure of the United States Schooner "David J. Adams," for alleged violation of the Customs and Fishery laws.

- (1.) Captain Scott's report addressed to the Minister of Fisheries.
- (2.) Statement by the first officer of the Dominion cruiser "Lansdowne."
- (3.) Five statements sworn before Captain Scott. (Also memo.)

I take this opportunity of observing that on the 11th and 12th inst., I received from Her Majesty's Minister at Washington telegrams informing me that it had been made a subject of complaint by the United States Consul at Halifax that he was unable to obtain at once from Captain Scott in command of the Government steamer "Lansdowne" a statement of the reasons for which the "David J. Adams" was detained, and that the Secretary of State deprecated Captain Scott's conduct in the matter. To these telegrams I sent a reply stating that the vessel in question would be proceeded against for violation of the Customs Act of 1883, of the Dominion Fishery Act of 1868 and of the Convention of 1818. I added that Captain Scott had been instructed to state his reason for any subsequent seizure which he might find it necessary to make.

It is I think fair to point out in reference to this complaint that the seizure being the first which had taken place and the legal questions involved being somewhat intricate Captain Scott may be presumed to have been not unnaturally reluctant to commit himself to the extent of supplying the United States Consul with a formal definition of the charges which would be made against the "David J. Adams," and of

the grounds upon which he had made the seizure, although he evidently felt no doubt that they were sufficient to warrant his action, and although as Your Lordship will perceive on reference to the enclosures herewith he made an informal statement of those grounds at the outset to the master of the seized vessel.

I may add that as soon as the matter had been enquired into by my Ministers Captain Scott was authorized to supply the master of the "David J. Adams" with a written statement of the reasons for which that vessel was seized.

I have, &c.,

(Sd.)

LANDSDOWNE.

The Right Honourable
EARL GRANVILLE, K.G.,
&c., &c., &c.

[Enclosure No. 1.]

REPORT from Officer commanding Cruiser "Lansdowne" to the Deputy Minister of Fisheries re seizure of "D. J. Adams."

Digby, 11th May, 1886.

GOVERNMENT STEAMER "LANDSDOWNE,"

SIR,—I have to inform you that on the 6th instant, while in St. John, I received a despatch from the Collector of Customs at Digby, to the following effect: "Fishing schooner, name and port of registry covered, now in harbour buying bait." I wired you for instructions, but not receiving any, I concluded to come here as soon as possible. We left at 7.30 p.m., and anchored off Digby at 11.45, when the boats were lowered and boarded several schooners, but did not find the right one.

As the day broke on the 7th a schooner was seen off Bear Island making the attempt to get out, but as the wind was light and the tide against her she did not succeed. About 4.30 a.m. the First Officer boarded her and ascertained that she was the "David J. Adams," of Gloucester, Mass. The Captain stated that he had not come in for bait, and the boat returned on board. At 10 a.m., not being satisfied with the above report, I ordered Captain Dakin and the First Officer to search her thoroughly, when they discovered a quantity of fresh herring packed in ice in the main hold close to the hatchway. When the boat returned I ordered the schooner to run in and anchor off Digby; we followed and anchored at 11.15 a.m. I then called upon several parties in the neighbourhood for evidence as to the purchase of the bait. In the afternoon I proceeded to Victoria Beach, Granville, Annapolis County, accompanied by the Collector of Customs and the fishery officer at Digby, having heard that some bait had been sold to the Master of that schooner by a man of the name of Ellis.

I took his evidence, which went to prove that he had sold him four barrels of bait on the previous morning for \$1.25 a barrel. It appears that Ellis was notwilling to sell it to him fearing that he was an American, but the master informed him that he was not, but belonged to Deer Island. At 4 p.m., with the pier of Digby bearing S. W. by S., distant three-quarters of a mile, Captain Scott boarded "D. J. Adams" and seized her for violating the Dominion Fishery Act, and placed a guard on board.

At 4.30 on the 8th instant the crew of the "D. J. Adams," with the exception of three men, came on board for passage to St. John. At 6 a.m. we took the schooner in tow and took her there for safety. At 10.30 we lashed to the wharf and hauled the schooner alongside. The Master and crew then landed.

Sunday, the 9th, having received a despatch to take the schooner back to Digby, the master and crew were offered a passage if they liked to go, they declined doing so and they then removed all their personal effects.

At 11 we cast off and proceeded. The first officer and five men took charge of the schooner and sailed her over to the "Gut," where we took her in tow and both anchored at 4 p.m. off the Raquette.

Monday, 10th May, at 5.30, the Collector having been directed to take charge of the schooner she was handed over to him.

11th. Mr. Wallace Graham having directed me to still hold the schooner, I sent the First Officer and one man back to her to remain on board until further orders.

I am, Sir, &c.,

(Sd.)

P. A. SCOTT.

[Enclosure No. 2.]

Affidavit of Chief Officer SS. "Lansdowne."

DIGBY, NOVA SCOTIA, 10th, May 1886.

Before Capt. Scott, R. N., Fishery Officer :—

I, James Beattie Hill, first officer of the Government steamer "Lansdowne," being duly sworn, testify as follows :—

I boarded the American fishing schooner "David J. Adams," of Gloucester, Mass., United States of America, at five o'clock on the morning of the 7th May, she being under way, heading to the northward and westward, trying to get out of Annapolis Basin, Digby pier bearing about S. W. at a distance of about 2½ miles. I did not see her stern, therefore did not see the name of the vessel, and getting upon her deck I asked the master where his vessel hailed from. He replied, Gloucester. I asked what he had come in for. He said to see his people, as he formerly belonged here. I asked if he had any fresh bait on board. He said he had not. I asked where he was from. He replied, from the Banks. I asked where he was bound to. He said, to Eastport. I told him he had no business here, and that I supposed he knew the law, to which he replied, yes. I then returned to the "Lansdowne," after boarding another vessel, whose name was, I think, the "Lizzie Magee," of St. Andrews, New Brunswick. One of her crew told me that the "David J. Adams" had bought bait for one dollar and twenty-five cents which he had engaged for himself at seventy-five cents per barrel.

At about ten in the forenoon I was again ordered to return to the "David J. Adams" and search her thoroughly for bait. At this time she was in the "Gut," about one mile south of Victoria Beach. I told the captain I had come on board to make an examination. He said, very well. I then told him that a person on shore had stated that he had bought bait here. He replied that I might bring that person on board and that he would call that person a liar, if that would do any good. Upon searching the hold I found fresh herring upon ice which appeared to be perfectly fresh. Upon my stating my opinion, he said it was about ten days old.

I told him I would have to report to Capt. Scott that I was of opinion that it was fresh. I then returned to the "Lansdowne."

Captain Scott having directed Capt. Dakin to return with me to the "David J. Adams," we went upon her deck and had some of her bait handed up for inspection. Both Captain Dakin and I agreed that it was fresh. We then returned to the "Lansdowne." I was immediately ordered to return to the "David J. Adams" and direct her master to return to Digby and anchor near the "Lansdowne."

(Sd.) JAMES BEATTIE HILL,
First Officer Government SS. "Lansdowne."

Witness :

(Sd.) MANFRED J. L. SAWYER.

[Enclosure No. 3.]

Affidavit of Samuel D. Ellis.

VICTORIA BEACH, GRANVILLE, N. S., 7th May 1886.

Before Captain Scott, R. N., Fishery Officer :

I, Samuel Dennis Ellis, fishermen, being duly sworn, state that on the morning of the sixth instant the Master of the "David J. Adams," professing to be under English register, applied to me for bait, and I therefore sold him four barrels of herring which I saw him take on board his own vessel. I know nothing further of this matter, but am certain as to the vessel, having noticed she had a broken main top-mast.

(Sd.) SAMUEL D. + ELLIS.
his
mark.

Witnessed by

(Sd.) WM. HANLEY,
Fishery Overseer.

[Enclosure No. 4.]

Affidavit of Charles T. Dakin.

DIGBY, NOVA SCOTIA, 11th May, 1886.

Before Captain Scott, R. N., Fishery Officer:

I, Charles T. Dakin, being duly sworn, do testify as follows:—

That on the 7th day of May I boarded the American schooner "David J. Adams," of Gloucester, Mass. I went into the hold and examined the bait I saw packed in ice, and I do solemnly declare that it was fresh. I asked the Captain if it was true that he had bought any bait from a man named Ellis.

He replied that he did not think this was true.

(Sd.) CHARLES T. DAKIN,
Master of the Government Steamer "Lansdowne."

Witness:

(Sd.) MANFRED SAWYER.

[Enclosure No. 5.]

Affidavit of Edwin C. Dodge.

DIGBY, NOVA SCOTIA, May 7th, 1886.

Before Captain Scott, R. N., Fishery Officer:

I, Edwin C. Dodge, Master Mechanic, being duly sworn, state that—

While standing on Digby Pier, about 9 o'clock in the morning, on the 6th May, I observed a fishing schooner which proved to be the "David J. Adams," of Gloucester, Mass., standing to the southward under her four lower sails, and observed her to tack in close to the wharf.

I observed when her stern was towards me that her name could not be made out, it being hidden by canvas, and which, in my opinion, was done with the object of screening it.

(Sd.) EDWIN C. DODGE.

[Enclosure No. 6.]

Affidavit of Owen Riley.

DIGBY, NOVA SCOTIA, 7th May, 1886.

Before Captain Scott, R.N., Fishery Officer:

I, OWEN RILEY, a fisherman, being duly sworn, states that—

While standing on Digby Pier at about 9 o'clock in the morning of the 6th May, I observed a fishing schooner which proved to be the "David J. Adams," of Gloucester, Mass., standing to the southward under her four lower sails, and observed her to tack close into the wharf. I observed when her stern was towards me that her name could not be made out, it being hidden by canvas, and which, in my opinion, was done with the object of screening it.

(Sd.) OWEN RILEY.

[Enclosure No. 7.]

Affidavit of Frederick Allen.

DIGBY, NOVA SCOTIA, 11th May, 1886.

Before Captain Scott, R.N:

I, Frederick Allen, seaman on board the Dominion steamer "Lansdowne," being duly sworn, testify as follows:—

That I being one of the boat's crew of the above ship which boarded the American schooner "David J. Adams," on the 7th May, while in the basin of Annapolis, went into the hold of that vessel and examined the bait, and do solemnly declare that it was fresh.

(Sd.) FREDERICK ALLEN.

Witness:

(Sd.) MANFRED J. L. SAWYER.

[Enclosure No. 2.]

(Memorandum.)

Referring to the alleged refusal of Captain Scott to inform the United States Consul General of the causes for which the "David J. Adams" was seized and held, it seems that the Captain of the seized vessel was made aware of the causes of seizure and detention. It is the desire of the Government, and in accordance with its instructions, that full information shall be given in all such cases, and that there shall be no vindictiveness evinced in any of the proceedings against foreign vessels, nor any hostility beyond what is necessary for the peaceful enforcement of the laws of the country.

It is suggested that the answer of Captain Scott to the United States Consul General, dated 11th May instant, should not be taken as evidence of any hostility or discourtesy.

The captain, and others interested in the vessel, being aware of the offences charged, the letter of the United States Consul General of 11th May is understood here (and probably was understood by Captain Scott) as calling for a statement of those charges in a full and specific form.

As there appears to have been ground for two or three charges for infraction both of the statutes relating to fishing vessels and those relating to Customs, and the whole matter had, before the date of the Consul General's letter, been placed by the Minister of Marine and Fisheries in the hands of his counsel, it was not surprising that Captain Scott should have hesitated to state the causes of seizure and detention "fully and specifically," and should have preferred that the enquiry should be made of his superiors.

Instructions have been given that in such cases the captain of any vessel seized shall, as soon as possible, be informed of the cause of seizure.

With reference to the statement that Captain Scott had relinquished possession of the "David J. Adams," and had afterwards resumed possession, the fact appears to be, that when he relinquished the possession he only did so to the extent of handing her over to the Collector of Customs of the Port of Digby. It seems to have been considered desirable by counsel advising Captain Scott that the vessel should be detained by him as the officer who, in the first instance, had made the arrest.

No. 63.

Governor General to Minister at Washington.

[No. 54.]

OTTAWA, 17th May, 1886.

SIR,—I had the honour of receiving your letter of the 12th instant, enclosing a copy of Mr. Bayard's note of the 10th, upon the questions raised by the recent detention of the United States schooner "David J. Adams," at Digby, Nova Scotia, for alleged violation of the Customs and Fishery laws.

You have, I understood, been good enough to supply me with a copy of that letter in order that the Dominion Government may, without loss of time, be placed in possession of the views of the United States, in regard to these questions and not with the object of eliciting from me at present any comments upon the arguments advanced by Mr. Bayard.

I am, however, glad to take the earliest opportunity of expressing the pleasure with which the Government of the Dominion has observed the temper in which Mr. Bayard has discussed the matters referred to, and its entire concurrence with him in desiring to import into that discussion nothing that could affect the friendly relations of the two countries.

I have, &c.,

(Sd.) LANSLOWNE.

The Honourable

SIR LIONEL S. SACKVILLE WEST, K.C.M.G.

No. 64.

Governor General to Earl Granville.

[No. 160.]

OTTAWA, 18th May, 1886.

MY LORD,—I have the honour to forward herewith for Your Lordship's information a copy of a despatch which I have received from Her Majesty's Minister at Washington, enclosing copy of a note dated 10th of same month, from the United States Secretary of State, in which are set forth the views of that Government upon the seizure of the fishing schooner "David J. Adams," and the questions arising therefrom.

I have the honour also to enclose a copy of the reply, which I have sent to Sir L. West.

I have communicated a copy of Sir L. West's despatch and of Mr. Bayard's note to my Ministers for their information.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable

EARL GRANVILLE, K.G.

No. 65.

Governor General to Earl Granville.

[No. 161.]

OTTAWA, 19th May, 1886.

MY LORD,—I have the honor to inform you that the American fishing schooner "Ella M. Doughty" was seized at St. Ann's, Nova Scotia, by Sub-Collector McAulay, who is reported by the Collector of Customs at Baddeck, Mr. L. G. Campbell, to have proof that the captain bought bait at St. Ann's without reporting to the Customs authorities.

Mr. Campbell further telegraphs that the captain acknowledged the facts and showed the bait bought, but claimed that he held a permit or license, signed by the Collector of Customs at Portland, Maine, to touch and trade at any foreign port. //

The "Ella M. Doughty" has been held for not reporting, and an enquiry is now proceeding in order to ascertain whether there has or has not been an infraction of the Fishery Law of the Dominion.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable

EARL GRANVILLE, K.G.,

&c., &c., &c.

No. 66.

The Marquis of Lansdowne to Earl Granville.

[No. 163.]

OTTAWA, 19th May, 1886.

MY LORD,—I have the honour to enclose herewith a copy of a Bill recently introduced in the Dominion House of Commons by my Minister of Marine and Fisheries for the purpose of amending the Act 31 Vic., chap. 61, respecting fishing by foreign vessels in the territorial waters of the Dominion.

That Act as Your Lordship is aware passed with the object of giving effect to the Convention of 1818 by rendering liable to certain penalties all foreign fishing

vessels entering the territorial waters of the Dominion for any purpose not authorized by that Convention. It is provided under the third section of the Act referred to that the penalty of forfeiture shall attach to any foreign vessel which "has been found fishing or preparing to fish or to have been fishing" without a license within the three-mile limit. These words which follow closely those of sec. II of the Imperial Act of 1819 (59 George III, chap. 38) appear to my Government to be insufficient for the purpose of giving effect to the intentions of the framers of the Convention of 1818, inasmuch as while the penalty of forfeiture is attached to foreign vessels found fishing, or preparing to fish, or having been fishing within the three-mile limit, it is not clear that under them the same penalty would attach to vessels entering the territorial waters in contravention of the stipulations of the Convention, for a purpose other than those of sheltering, repairing damages, purchasing wood and obtaining water for which purposes alone under the terms of Article I, of the Convention and of sec. 3 of the Imperial Act of 1819, above referred to, foreign fishing vessels are permitted to enter the bays and harbours of the Dominion.

Your Lordship is no doubt aware that the decisions of the Canadian courts leave it open to question whether the purchase of bait in Canadian waters does or does not constitute a preparation to fish within the meaning of the Imperial Act of 1819, and the Canadian Statute which it is now sought to amend. The decision of Chief Justice Sir W. Young in the Vice-Admiralty Court of Nova Scotia given in November, 1871, in the case of the fishing schooner "Nickerson", was to the effect that the purchase of bait constituted such a preparation to fish within Canadian waters. The same point had, however, previously arisen in February, 1871, in the Vice-Admiralty Court at St. John, N.B., in the case of the American fishing vessel "White Fawn," when Mr. Justice Hazen decided that the purchase of bait within the three-mile limit was not of itself a proof that the vessel was preparing to fish illegally within that limit.

There being therefore some doubt whether the intention of the Convention of 1818 is effectually carried out either by the Imperial or the Canadian Acts referred to, it has been thought desirable by my Government to have recourse to legislation removing all doubt as to the liability to forfeiture of all foreign fishing vessels resorting to Canadian waters for purposes not permitted by law or by treaty.

As the law now stands, if it should prove that the purchase of bait is not held by the courts to constitute a preparation to fish illegally there would be no remedy against foreign fishing vessels frequenting the waters of the Dominion for purposes not permitted by the Convention of 1818 except

(1.) That provided by Section IV of the Act of 1819, namely, a penalty of £200 recoverable in the Superior Courts from the persons violating the provisions of the Act. This penalty, however, only attaches to a refusal to depart from the bay or harbour which the vessel has illegally entered, or to a refusal or neglect to conform to any regulations or directions made under the Act, and as the purpose for which the vessel has entered will, in most cases, have been accomplished before an order can have been given for her departure, it will be obvious that this penalty has very little practical utility.

(2.) The common law penalties attaching to a violation of the Imperial Statutes above referred to in respect of illegally entering the bays and harbours of the Dominion. If, however, it were sought to enforce these penalties, their enforcement personally against the master of the vessel, would result in his having ultimately to take his trial for a misdemeanour while he would, in the first instance, be required to find bail to a considerable amount, a result which would, in the opinion of my Government, be regarded as more oppressive than the detention of the offending vessel subject to the investigation of her case by the Vice-Admiralty Courts.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable,
EARL GRANVILLE, K.G.,
&c., &c., &c.

[Enclosure No. 1.]

AN ACT FURTHER TO AMEND THE ACT RESPECTING FISHING BY FOREIGN VESSELS.

Whereas it is expedient for the more effectual protection of the inshore fisheries of Canada, against intrusion by foreigners, to further amend the Act intituled: "*An Act respecting Fishing by Foreign Vessels*," passed in the thirty-first year of Her Majesty's reign, and chaptered sixty one; Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The section substituted by the first section of the Act thirty-third Victoria, chapter fifteen, intituled "*An Act to amend the Act respecting Fishing by Foreign Vessels*," for the third section of the hereinbefore recited Act, is hereby repealed, and the following section substituted in lieu thereof:

"3. Any one of the officers or persons hereinbefore mentioned may bring any ship, vessel or boat, being within any harbour in Canada, or hovering in British waters within three marine miles of any of the coasts, bays, creeks or harbours in Canada, into port, and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command does not truly answer the questions put to him in such examination, he shall incur a penalty of four hundred dollars; and if such ship, vessel or boat is foreign, or not navigated according to the laws of the United Kingdom or of Canada, and (a) has been found fishing or preparing to fish, or to have been fishing in British waters within three marine miles of any of the coasts, bays, creeks or harbours of Canada, not included within the above mentioned limits, without a license, or after the expiration of the term named in the last license granted to such ship, vessel or boat, under the first section of this Act, or (b) has entered such waters for any purpose not permitted by the law of nations, or by treaty or convention, or by any law of the United Kingdom or of Canada for the time being in force, or (c) having entered such waters has failed to comply with any such law of the United Kingdom or of Canada, such ship, vessel or boat and the tackle, rigging, apparel, furniture, stores and cargo thereof shall be forfeited.

2. The Acts mentioned in the schedule hereto are hereby repealed.

3. This Act shall be construed as one with the said "*Act respecting Fishing by Foreign Vessels*" and the amendments thereto.

SCHEDULE.

ACTS OF THE LEGISLATURE OF THE PROVINCE OF NOVA SCOTIA.

Year, Reign, and Chapter.	Title of Act.	Extent of Repeal.
Revised Statutes, 3rd Series, c. 94.	Of the Coast and Deep Sea Fisheries.....	The whole.
29 Vic. (1886) c. 35.....	An Act to amend Chapter 94 of the Revised Statutes "Of the Coast and Deep Sea Fisheries.".....	The whole.

ACT OF THE LEGISLATURE OF THE PROVINCE OF NEW BRUNSWICK.

16 Vic. (1853) c. 69.....	An Act relating to the Coast Fisheries, and for the prevention of illicit trade.....	The whole.
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ACT OF THE LEGISLATURE OF THE PROVINCE OF PRINCE EDWARD ISLAND.

6 Vic. (1843) c. 14.....	An Act relating to the Fisheries, and for the prevention of illicit trade in Prince Edward Island and the Coasts and Harbors thereof.....	The whole.
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No. 67.

Minister at Washington to Governor General.

BRITISH LEGATION,

WASHINGTON, 21st May, 1886.

[No. 59.]

MY LORD,—I have the honour to acknowledge the receipt of Your Excellency's despatch, No. 54, of the 17th instant, and to inform Your Lordship that I took an opportunity of communicating it to the Secretary of State, who expressed great satisfaction at the conciliatory language used by Your Excellency.

I have, &c.,

(Sd.) L. S. S. WEST.

His Excellency

THE GOVERNOR GENERAL.

No. 68.

Sir Lionel S. Sackville West to Marquis of Lansdowne.

BRITISH LEGATION,

WASHINGTON, 21st May, 1886.

[No. 60.]

MY LORD,—I have the honour to enclose herewith, for Your Excellency's information, copy of a further note, which I have received from the Secretary of State, respecting the seizure of American fishing vessels in Canadian waters.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

To the MARQUIS OF LANSDOWNE, K.C.M.G.,

&c., &c., &c.

[Enclosure No. 1.]

DEPARTMENT OF STATE,

WASHINGTON, 20th May, 1886.

SIR,—Although without reply to the note I had the honour to address to you on the 10th instant in relation to the Canadian fisheries, and the interpretation of the Treaty of 1818, between the United States and Great Britain as to the rights and duties of the American citizens engaged in maritime trade and intercourse with the Provinces of British North America, in view of the unrestrained, and as it appears to me unwarranted, irregular and severe action of the Canadian officials toward American vessels in those waters. Yet I feel it to be my duty to bring impressively to your attention information more recently received by me from the United States Consul General at Halifax, Nova Scotia, in relation to the seizure and continued detention of the American schooner "David J. Adams" already referred to in my previous note, and the apparent disposition of the local officials to use the most extreme and technical reasons for interference with vessels not engaged in or intended for inshore fishing on that coast.

The report received by me yesterday evening alleges such action in relation to the vessel mentioned as renders it difficult to imagine it to be that orderly proceeding and "due process of law," so well known and customarily experienced in Great Britain and the United States, and which dignifies the two Governments, and gives to private rights of property and the liberty of the individual their essential safeguards.

By the information thus derived it would appear that after four several and distinct visitations by boats' crews from the "Lansdowne" in Annapolis Basin, Nova Scotia, the "David J. Adams" was summarily taken into custody by the Canadian steamer "Lansdowne" and carried out of the Province of Nova Scotia across the Bay of Fundy and into the port of St. John, New Brunswick, and, without explanation or hearing, on the following Monday,

10th May, taken back again by an armed crew to Digby in Nova Scotia. That in Digby the paper alleged to be the legal precept for the capture and detention of the vessel was nailed to her mast in such manner as to prevent its contents being read, and the request of the captain of the "David J. Adams" and of the U. S. Consul General to be allowed to detach the writ from the mast for the purpose of learning its contents was positively refused by the provincial officials in charge. Nor was the U. S. Consul General able to learn from the commander of the "Lansdowne" the nature of the complaint against the vessel, and his respectful application to that effect was fruitless.

In so extraordinary, confused and irresponsible a condition of affairs, it is not possible to ascertain with that accuracy which is needful in matters of such grave importance the precise grounds for this harsh and peremptory arrest and detention of a vessel the property of citizens of a nation with whom relations of peace and amity were supposed to exist.

From the best information, however, which the U. S. Consul General was enabled to obtain after application to the prosecuting officials, he reports that the "David J. Adams" was seized and is now held :—

1st. For alleged violation of the Treaty of 1818 ;

2nd. For alleged violation of the Act 59 George III ;

3rd. For alleged violation of the Colonial Act of Nova Scotia of 1818 ; and

4th. For alleged violation of the Act of 1870, and also of 1883—both Canadian Statutes.

Of these allegations there is but one which at present I press upon your consideration, and that is the alleged infraction of the Treaty of 1818.

I beg to call to your attention the correspondence and action of those respectively charged with the administration and government of Great Britain and the United States in the year 1870, when the same international questions were under consideration, and the status of law was not essentially different from what it is at present.

This correspondence discloses the intention of the Canadian authorities of that day to prevent encroachment upon their inshore fishing grounds, and their preparations, in the way of a marine police force, very much as we now witness.

The Statutes of Great Britain and of her Canadian Provinces, which are now supposed to be invoked as authority for the action against the schooner "David J. Adams," were then reported as the basis of their proceedings.

In his note of 26th May, 1870 Mr. (afterwards Sir Edward) Thornton, the British Minister at this Capital, conveyed to Mr. Fish, then Secretary of State, copies of the orders of the Royal Admiralty to the Admiral Wellesley, in command of the naval forces "employed in maintaining order at the fisheries in the neighbourhood of the coasts of Canada."

All of these orders directed the protection of Canadian fishermen, and cordial co-operation and concert with the United States force sent on the same service, with respect to American fishermen in those waters. Great caution in the arrest of American vessels charged with violation of the Canadian Fishing laws was scrupulously enjoined upon the British authorities, and the extreme importance of the commanding officers of ships selected to protect the fisheries exercising the utmost discretion in paying especial attention to Lord Granville's observation, that no vessel should be seized unless it were evident and could be clearly proved that the offence of fishing had been committed and the vessel captured within three miles of land.

This caution was still more explicitly announced when Mr. Thornton, on the 11th of June, 1870, wrote to Mr. Fish :—

"You are, however, quite right in not doubting that Admiral Wellesley, on the receipt of the later instructions addressed to him on the 5th ultimo, will have modified the directions to the officers under his command, so that they may be in conformity with the views of the Admiralty.

"In confirmation of this, I have since received a letter from Vice-Admiral Wellesley, dated the 30th ultimo, informing me that he had received instructions to the effect that officers of Her Majesty's ships employed in the protection of the fisheries should not seize any vessel, unless it were evident and could be clearly proved that the offence of fishing had been committed, and the vessel itself captured within three miles of land."

This understanding between the two Governments wisely and efficiently guarded against the manifest danger of entrusting the execution of powers so important and involving so high and delicate a discretion to any but wise and responsible officials, whose prudence and care should be commensurate with the magnitude and national importance of the interest involved, and I should fail in my duty if I did not endeavour to impress you with my sense of the absolute and instant necessity that now exists for a restriction of the seizure of American vessels charged with violations of the Treaty of 1818, to the conditions announced by Sir Edward Thornton to this Government, in June, 1870.

The charges of violating the local laws and commercial regulations of the ports of the British Provinces (to which I am desirous that due and full observance should be paid by the

citizens of the United States) I do not consider in this note, and I will only take this occasion to ask you to give me full information of the official action of the Canadian authorities in this regard, and what laws and regulations having the force of law, in relation to the protection of their inshore fisheries and preventing encroachments thereon, are now held by them to be in force.

But I trust you will join with me in realizing the urgent and essential importance of restricting all arrests of American fishing vessels for supposed or alleged violations of the Convention of 1818, within the limitations and conditions laid down by the authorities of Great Britain in 1870; to wit, that no vessel shall be seized unless it is evident and can be clearly proved that the offence of fishing has been committed and the vessel itself captured within three miles of land.

In regard to the necessity for the instant imposition of such restrictions upon the arrest of vessels, you will, I believe, agree with me, and I will therefore ask you to procure such steps to be taken as shall cause such orders to be forthwith put in force under the authority of Her Majesty's Government.

I have, &c.,

(Sd.)

T. F. BAYARD.

No. 69.

Sir L. S Sackville West to the Marquis of Lansdowne.

BRITISH LEGATION,

WASHINGTON, 21st May, 1886.

[No. 61.]

MY LORD,—I have the honour to enclose to Your Excellency herewith copy of a note which I have received from Mr. Bayard, asking for information as to the alleged proceedings of the Canadian authorities at Digby, N. S., in the case of the American schooner "Jennie and Julia."

I have, &c.,

(Sd.)

L. S. SACKVILLE WEST.

TO THE MARQUIS OF LANSDOWNE, K. O. M. G.,
&c., &c., &c.

[Enclosure No. 1.]

Mr. Bayard to Sir L. S. S. West.

DEPARTMENT OF STATE,

WASHINGTON, 20th May, 1886.

MY DEAR MR. WEST,—Since writing you my last note of to-day's date, my attention has been called to a statement that the American schooner "Jennie and Julia," of Eastport Maine, having cleared from that port for Digby, N. S., made due entry at the latter port, and upon attempting to purchase a lot of herring for smoking, was warned that the vessel would be seized if herring were purchased for any purpose whatever, whereupon the vessel left without taking in cargo.

If, as it is to be inferred from the fact of the regular clearance and entry, the "Jennie and Julia" was documented for a trading voyage, the reported action of the Digby Collector should be looked into very sharply.

It would certainly not help an amicable adjustment of the present difficulties, if the Provincial authorities were to initiate a policy of commercial non-intercourse by refusing to permit exportation of fish in American bottoms.

The report is attracting much attention, and I have telegraphed to our Consular Agent at Digby for a statement of the facts.

I should be glad to receive from you any information you may have in relation to the Collector's action.

Very truly yours,

(Sd.) T. F. BAYARD.

To the Honorable

Sir LIONEL S. S. WEST,
&c., &c., &c.

No. 70.

(Telegram)

Earl Granville to Lord Lansdowne.

22nd May, 1886.

The United States Government is making representations respecting seizure of vessels. Her Majesty's Government desire to be furnished with detailed particulars regarding facts and legal position of Canadian Government. Desirable that you should lose no time in sending reply. //

(Sd.) GRANVILLE.

No. 71.

(Telegram.)

Lord Lansdowne to Earl Granville.

22nd May, 1886.

Yours 22nd May, have sent despatches respecting seizure of vessels.

(Sd.) LANSDOWNE.

No. 72.

(Telegram.)

Earl Granville to Lord Lansdowne.

25th May, 1886.

On the 22nd May Mr. Phelps enquired of the Secretary of State for Foreign Affairs whether the action of the Canadian Government in seizing fishing vessels in territorial waters could not be discontinued and without prejudice and upon an undertaking to surrender them if required to do so, the seized vessels restored to their owners. Mr. Phelps having as to the interpretation of the treaty from an American point of view and Lord Rosebery having upheld the view taken by the Dominion the Secretary of State informed the American Minister that while desirous of maintaining most friendly relations Her Majesty's Government could hardly ask Canada to suspend her legal rights without adequate equivalent, Lord Rosebery then enquired as to the readiness of the United States Government to negotiate on the question. //

(Sd.) GRANVILLE.

No. 73.

Governor General to Earl Granville.

[No. 73.]

OTTAWA, 26th May, 1886.

MY LORD,—With reference to my despatch, No. 160, of the 18th instant, I have the honour to forward to Your Lordship, herewith, a copy of a further despatch from Sir Lionel West, in connection with Mr. Bayard's note on the question arising from the seizures of American fishing vessels in Canadian waters.

Yours, &c.,

(Sd.) LANSDOWNE.

The Right Honourable

EARL GRANVILLE, K.G.

No. 74.

Governor General to Earl Granville.

[No. 167.]

OTTAWA, 26th May, 1886.

MY LORD,—With reference to the concluding paragraph of my despatch, No. 161, of the 19th instant, respecting the seizure of the American fishing schooner "Ella M. Doughty," I have the honour to inform Your Lordship that the vessel in question is being proceeded against in the same way as the "David J. Adams," viz., for violation of the Customs' Act of 1883, of the Dominion Fishery Act of 1868, and for contravention of the Treaty of 1818.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable

EARL GRANVILLE, K.G.

No. 75.

Lord Lansdowne to Earl Granville.

27th May, 1886.

MY LORD,—With reference to Your Lordship's telegram of the 25th instant, the Government of the Dominion desires to reach a friendly settlement of the fisheries question. With this object it suspended all legal action for the protection of the fisheries last year, notwithstanding the fact that the Government of the United States retained the duties imposed by it on Canadian fish. Congress, however, declined to take action on the recommendation of the President. It would be impossible for the Dominion to abandon its rights again without a better assurance of a satisfactory result than the suggestion which has been made by the United States Minister. Private prosecutions for breach of the fishery law, which would certainly be resorted to by Canadian fishermen, could not now be prevented by the Government. The question of the legality of the seizures will be tested in court. Would it not be well that this should be disposed of in the first instance? An appeal to the Judicial Committee of the Privy Council will, of course, be open to either party.

Yours, &c.,

(Sd.) LANSDOWNE.

The Right Honourable

EARL GRANVILLE, K.G.

No. 76.

Lord Lansdowne to Earl Granville.

27th May, 1886.

MY LORD,—With reference to my despatch No. 162, of the 19th May, the Bill in amendment of the Act respecting fishing by Foreign vessels will pass both Houses at the beginning of next week and come up for assent.

Vessels in any way contravening the Convention of 1818 are by it rendered liable to forfeiture.

(Sd.) LANSDOWNE.

The Right Honourable

EARL GRANVILLE, K.G.

(Telegram.)

No. 77.

Earl Granville to Lord Lansdowne.

27th May, 1886.

Bayard to West, 10th May, Fisheries. Glad to receive by earliest opportunity //
report of your Ministers.

(Sd.) SECRETARY OF STATE.

(Telegram.)

No. 78.

Lord Lansdowne to Earl Granville.

27th May, 1886.

Referring to your telegram of the 27th. Report in forward state of preparation.
Sent by next mail.

(Sd.) LANSDOWNE

No. 79.

From the Minister at Washington to Governor General.

[No. 67.]

WASHINGTON, 29th May, 1886.

MY LORD,—I have the honour to enclose herewith to Your Excellency copy of
the report of the Collector of Customs at Portland (Maine) in regard to the detention
of the schooner "Sisters."

I have, &c.,

(Sd.) L. S. S. WEST.

His Excellency

The GOVERNOR GENERAL.

[Enclosure No. 1.]

(Washington Republican, 29th May, 1886.)

THE SEIZURE OF THE "SISTERS."

A REPORT BY COLLECTOR ANDERSON ON THE SUBJECT.

Acting Secretary Fairchild yesterday received a report from Collector Anderson, at Portland, in regard to the alleged detention of the British schooner "Sisters," in which he says:—

"Herewith I transmit a statement of Jesse Ellis, master of British schooner 'Sisters,' of Yarmouth, N. S., relating to a penalty incurred by him in consequence of violation of provisions of section 2814 Revised Statutes of the United States. On this case I have respectfully to report that this vessel arrived and entered at this port under circumstances substantially as stated by Capt. Ellis. The 'clearance' he alludes to has on its face the single word 'fish' as a description of cargo. Nowhere on 'clearance' is any reference made to kind, condition, quantity, by whom shipped, or to whom consigned. Very likely the discrepancy between his statement and the fact arises through an inadvertence on the part of the person he employed to draw up the statement. The acting boarding officer at this port reported to me, through the surveyor, under date of the 24th instant, that this vessel 'arrived at this port to-day, and the captain failed to produce a manifest of the cargo on board said schooner.'

"In consequence of this the master was informed on entry that he was liable to a penalty of \$500 for failure to produce a manifest upon his arrival within the limits of this collection district, as provided by section 2814 Revised Statutes of the United States; that under an article of Treasury Regulations, 1884, relating to Customs and navigation laws, the case would

be submitted to the Secretary of the Treasury before enforcing the penalty. I believe the reasons he assigns for his failure to comply with the requirements of the navigation laws and customs regulations of the United States to be true. I have not discovered any attempt on his part to defraud the revenue. He presented a manifest in proper form on entry of his vessel, in which cargo was set up as taken on board at Farnsworth, N. S.; contents, 20,000 fresh mackerel, shipped by W. A. Killam and consigned to W. L. Clements & Co.; consignee's residence, Portland, and port of destination, Portland. In view of the fact that the morning papers of this city publish in full a statement of Capt. Ellis, as herein enclosed, I deem it proper to say that the document was not furnished the press by any officer connected with the Customs service at this port to my knowledge. I respectfully submit the case and await your instructions thereon."

Capt. Ellis' statement, referred to in the above letter, has already been published.

No. 80.

(Telegram.)

Sir Lionel West to Lord Lansdowne.

30th May, 1886.

I have received a note from the Secretary of State in which he protests against the Bill No. 136, now before the House of Commons in Canada as "being in respect of conventions now existing between Great Britain and the United States an assumption of jurisdiction entirely unwarranted, and which is wholly denied by the United States." Instructions have been sent to the United States Minister in London to protest against the Bill. I am forwarding a copy of the note by mail.

(Sd.) WEST.

No. 81.

Sir L. West to Lord Lansdowne.

[No. 69.]

WASHINGTON, 30th May, 1886.

MY LORD,—I have the honour to forward herewith for Your Excellency's information copy of a note which I have received from the Secretary of State, and to which my telegram of this day's date refers.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

His Excellency

The MARQUIS OF LANSDOWNE, G.C.M.G.

[Enclosure No. 1.]

Mr. Bayard to Sir L. West:

DEPARTMENT OF STATE,

WASHINGTON, 29th May, 1886.

SIR,—I have just received an official imprint of House of Commons Bill No. 136, now pending in the Canadian Parliament, entitled "An Act further to amend the Act respecting Fishing by Foreign Vessels," and am informed that it has passed the House and is now pending in the Senate.

This Bill proposes the forcible search, seizure and forfeiture of any foreign vessel within any harbour in Canada, or hovering within three marine miles of any of the coasts, bays, creeks or harbours in Canada, where such vessel has entered such waters for any purpose not permitted by the laws of nations, or by treaty or convention, or by any law of the United Kingdom or of Canada now in force.

I hasten to draw your attention to the wholly unwarranted proposition of the Canadian authorities, through their local agents, arbitrarily to enforce, according to their own construction, the provisions of any Convention between the United States and Great Britain, and, by the interpolation of language not found in any such Treaty, and by interpretation not claimed or conceded by either party to such Treaty, to invade and destroy the commercial rights and privileges of citizens of the United States under and by virtue of Treaty stipulation with Great Britain and statutes in that behalf made and provided.

I have also been furnished with a copy of Circular No. 371, purporting to be from the Customs Department at Ottawa, dated 7th May, 1886, and to be signed by J. Johnson, Commissioner of Customs, assuming to execute the provisions of the Treaty between the United States and Great Britain, concluded 20th October, 1818; and printed copies of a "Warning," purporting to be issued by George E. Foster, Minister of Marine and Fisheries, dated at Ottawa, 5th March, 1886, of a similar tenor, although capable of unequal results in its execution.

Such proceedings I conceive to be flagrantly violative of the reciprocal commercial privileges to which citizens of the United States are lawfully entitled under statutes of Great Britain and the well defined and publicly proclaimed authority of both countries, besides being in respect of the existing Conventions between the two countries an assumption of jurisdiction entirely unwarranted, and which is wholly denied by the United States.

In the interest of the maintenance of peaceful and friendly relations, I give you my earliest information on this subject, adding that I have telegraphed Mr. Phelps, our Minister at London, to make earnest protest to Her Majesty's Government against such arbitrary, unlawful, unwarranted and unfriendly action on the part of the Canadian Government and its officials; and have instructed Mr. Phelps to give notice that the Government of Great Britain will be held liable for all losses and injuries to citizens of the United States and their property caused by the unauthorized and unfriendly action of the Canadian Government to which I have referred.

I have, &c.,
(Sd.)

T. F. BAYARD.

No. 82.

Minister at Washington to Governor General.

[No. 70.]

WASHINGTON, 31st May, 1886.

MY LORD,—I have the honour to inform Your Excellency that the fine imposed on the Nova Scotia fishing schooner "Sisters," seized at Portland (Maine) for a violation of the Customs regulations, has been remitted by the Acting Secretary of the Treasury. I enclose herewith an article from the "New York Herald" in connection therewith.

I have, &c.,

(Sd.) L. S. S. WEST.

His Excellency

The GOVERNOR GENERAL.

[Enclosure No. 1.]

Extract from the New York Herald, of 31st May, 1886.

"ERRING SISTERS, GO IN PEACE."

Mr. Fairchild, the Acting Secretary of the Treasury, has remitted the fine to which the Nova Scotia fishing schooner "Sisters," which was seized at Portland last Monday, was liable for want of a manifest. The "Herald" anticipated this remission. On the morning after the seizure we expressed our confidence that the Treasury Department would temper justice with mercy as soon as it received an official certificate of the facts which our correspondent at Portland already had ascertained and reported to us. The skipper was just as devoid of evil intention as were the captains and crews of those fishing schooners from Gloucester and Portland which the Canadians have seized and are prosecuting not only unmercifully but unjustly.

The difference between the conduct of the authorities on this side of the border and on the other side is a great one, and will not fail to be noticed wherever the fishery questions are discussed. No special merit, to be sure, attaches to our Treasury Department for its course in this case. It has done only what was to be expected of a civilized administration, and the Canadians have only themselves to blame for the contrast.

No. 83.

(Telegram.)

Earl Granville to Lord Lansdowne.

3rd June, 1886.

The following telegram has been handed to Lord Rosebery by the United States Minister. The telegram commences as follows:—

"Direct Lord Rosebery's attention immediately to the Bill No. 136 now pending in the Canadian Parliament. This Bill assumes power to execute the Convention of 1818. You will also call his attention to the circular No. 371, issued by the Commissioner of Customs for the Dominion, Mr. Johnson, which orders the seizure of vessels on violation of that Convention. Both of these are unwarranted and arbitrary assumptions of power against which you are desired to make an early protest. You are instructed in doing so, to state that the Government of Great Britain will be held responsible by that of the United States for whatever losses may be incurred by American citizens growing out of the dispossession of their property, detention or sale of their vessels lawfully within British North American territorial waters." The telegram ends here. Please telegraph the purport of circular No. 371 referred to.

(Sd.) GRANVILLE.

No. 84.

(Telegram.)

Earl Granville to Lord Lansdowne.

4th June, 1886.

The terms of the concluding paragraph of the warning which was enclosed in your despatch dated 25th March, exclude all foreign vessels as well as those of the United States from Canadian bays. This is unintentional in all probability, as there is in the Act recited nothing to justify this. It would be well, however, to invite the attention of your Government to this point with a view to having the warning amended.

(Sd.) GRANVILLE.

(Telegram.)

No. 85.

From Lord Lansdowne to Earl Granville.

4th June, 1886.

With reference to Your Lordship's telegram of the 3rd June, the circular No. 371 issued by the Customs Department recites Article I of the Convention of 1818 and sections two, three and four of the Dominion Fisheries Act of 1868. It directs the Customs Officers to furnish with warning notice any foreign fishing vessels found within the three-mile limit, except for the four purposes specified as lawful in the Convention. If any vessel is found fishing, preparing to fish or violating the terms of the Convention by shipping men or supplies, or trading, or if hovering, does not within twenty-four hours of warning depart, the Collector is instructed to place an officer on board and telegraph to the Department of Fisheries, Ottawa.

(Sd.) LANSDOWNE.

(Telegram.)

No. 86.

From Lord Lansdowne to Earl Granville.

7th June, 1886.

Your telegram of the 4th June is received. The warning as it was issued at first contained a reference to all foreign vessels. The amended issue recites merely the Act and the Convention and omits the reference. The final paragraph of the Customs Circular No. 371 is open to objection, perhaps, as implying that the Convention of 1818 applies to all foreign vessels. Attention will be given to this point. 11

(Sd.) LANSDOWNE.

(Extract.)

No. 87.

Lord Lansdowne to Earl Granville.

QUEBEC, 7th June, 1886.

MY LORD,—Her Majesty's Minister at Washington has been good enough to communicate to me for my information, copy of a note received by him from the Secretary of State for the United States, in which the Bill is criticized not so much on account of its policy or because its introduction is regarded as inopportune and inconvenient, as upon the ground that any legislation by the Parliament of the Dominion for the purpose of interpreting and giving effect to a contract entered into by the Imperial Government is beyond the competence of that Parliament and "an assumption of jurisdiction entirely unwarranted" and, therefore, "wholly denied by the United States."

Your Lordship is, no doubt, aware that legislation of this kind has been frequently resorted to by the Parliament of the Dominion for the purpose of enforcing treaties or conventions entered into by the Imperial Government. In the present case the legislation proposed was introduced, not with the object of making a change in the terms of the Convention of 1818, nor with the intention of representing as breaches of the Convention any acts which are not now punishable as breaches of it. What the framers of the Bill sought was merely to amend the procedure by which the Convention is enforced, and to do this by attaching a particular penalty to a particular breach of the Convention after that breach had been proved before a competent tribunal. It must be remembered that the Convention itself is silent as to the procedure to be taken in enforcing it, and that effect has accordingly been given to its provisions at different times, both through the means of Acts passed, on the one side, by Congress, and on the other by the Imperial Parliament, as well as by the Legislatures of the British North American Provinces previous to Confederation, and since Confederation by the Parliament of the Dominion. The right of the Dominion Parliament to legislate for these purposes and the validity of such legislation as against the citizens of a foreign country has, as far as I am aware, not been seriously called in question. Such legislation, unless it is disallowed by the Imperial Government becomes part of the law of the Empire.

The Government of the United States has long been aware of the necessity of reference to the Dominion Parliament, in matters affecting Canadian interests, and has, I believe, never raised any objection to such reference. The Treaties of 1854 and 1871, so far as they related to the fisheries or to the commercial relations of the Dominion were made subject to ratification by her Legislature. In the same way, the treaty under which fugitive criminals from the United States into Canada are surrendered is carried into effect by means of a Canadian statute. If a foreigner commits a murder in Canada he is tried, convicted, and executed by virtue of a Canadian, and not of an Imperial Act of Parliament. Seizures of goods and vessels for breaches of the local Customs law have in like manner been made for many years past without any protest, on the ground that such laws involved an usurpation of power by the Colony.

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Mr. Bayard's statement that the Dominion Government is seeking by its action in this matter to "invade and destroy the commercial rights and privileges secured to citizens of the United States, under and by virtue of treaty stipulations with Great Britain" is not warranted by the facts of the case. No attempt has been made either by the authorities entrusted with the enforcement of the existing law or by the Parliament of the Dominion to interfere with vessels engaged in *bona fide* commercial transactions upon the coast of the Dominion. The two vessels which have been seized are both of them beyond all question fishing vessels and not traders, and therefore liable, subject to the finding of the courts, to any penalties imposed by the law for the enforcement of the Convention of 1818, on parties violating the terms of that Convention.

When, therefore, Mr. Bayard protests against all such proceedings as being "flagrantly violative of reciprocal commercial privileges to which citizens of the United States are lawfully entitled under statutes of Great Britain, and the well defined and publicly proclaimed authority of both countries," and when he denies the competence of the Fishery Department to issue under the Convention of 1818, such a paper as the "Warning," dated 5th March, 1886, of which a copy has been supplied to Your Lordship, he is in effect denying to the Dominion, the right of taking any steps for the protection of its own rights secured under the Convention referred to.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable

EARL GRANVILLE, K.G.,
&c., &c., &c.

(Telegram.)

No. 88.

From Lord Lansdowne to Earl Granville.

8th June, 1886.

In reply to your telegram of the 4th June, the subjoined amendments are agreed to. 'In the last paragraph of the circular, third line, leave out from the word "for" to the word "water" which is in the fourth line. In the sixth line leave out from the word "if" to the word "trading" which is in the eighth line and insert the following words:—

"If any fishing vessel or boat of the United States is found fishing, or to have been fishing, or preparing to fish." I have written a despatch on the subject which follows. A decision will not be arrived at in the case of "David J. Adams" for several weeks.

(Sd.) LANSDOWNE

(Extract.)

No. 89.

Marquis of Lansdowne to Earl Granville.

QUEBEC, 8th June, 1886.

MY LORD,—In reference to Your Lordship's telegrams of the 3rd and 4th inst., in which you have called the attention of my Government to the Customs Circular No. 371 and to the "Warning" enclosed therein, I think it desirable to make the following observations in explanation of the telegraphic replies which I have addressed to Your Lordship.

In your telegram of the 4th inst., Your Lordship pointed out that the terms of the concluding paragraph of the "Warning" in question had the effect of excluding not only vessels belonging to the United States but all foreign vessels from Canadian

bays and harbours, and you observed that this was probably not intentional as nothing in the Act recited would justify such an exclusion.

I have ascertained that the "Warning," as originally issued from the Department of Fisheries after reciting the 1st Article of the Convention of 1818, and sections 2, 3 and 4 of the Canadian Act of 1868, respecting fishing by foreign vessels, contained the following paragraph:—

"Therefore be it known, that by virtue of the Treaty Provisions and Act of Parliament above recited, all foreign vessels or boats are forbidden from fishing or taking fish by any means whatever within three marine miles of any of the coasts, bays, creeks and harbours in Canada, or to enter such bays, harbours and creeks except for the purpose of shelter and of repairing damages therein, of purchasing wood and obtaining water, and for no other purposes whatever; of all of which you will take notice and govern yourself accordingly."

The passage quoted would, as Your Lordship has pointed out, have affected all foreign vessels, whether belonging to the United States or not. The mistake was however, detected and the "Warning" issued in a revised form from which the paragraph which I have quoted was omitted and replaced by the words "of all of which you will take notice and govern yourself accordingly."

I enclose herewith copies of the warning in its original and in its amended form. It is possible that Your Lordship or the American Minister may have seen the warning before it had been amended in the manner which I have described.

The amended form which merely recites Art I. of the Convention of 1818 and the Canadian Statute of 1868, appears to me to be entirely free from objection. The latter of these Statutes is, as Your Lordship is aware, substantially the same as the Imperial Act of 1819 (59 Geo. III., cap. 58) although the provisions relating to hovering are taken from another Imperial Statute (9 Geo. III., cap. 35). The law of the United States as to hovering is, I believe, the same as that embodied in this Statute.

The concluding paragraphs of the circular No. 371 to which, and not to the warning, Your Lordship's telegram of the 4th of June may have been intended to refer, are also, I think, open to objection. After reciting the Dominion Act of 1868, which, like the Imperial Statute of 1819, applies to foreign vessels generally, the circular proceeds to mention specially certain acts as violations, not of either of the Statutes in question, but of the Convention of 1818, and declares that if "such vessels or boats," that is, any foreign fishing vessels or boats, are found committing those acts they are to be detained. As, however, the Convention has reference to the fishing rights of the United States and not to those of other foreign powers, the passages which I have quoted are, I think, certainly open to the criticism not only that they assume that the acts described are violations of the Convention, but that they seek to apply whatever penalties may be enforced against parties contravening the Convention to vessels to which those provisions are not properly applicable.

This point has been considered by my Government with every desire to revise the circular in such a manner as to remove all reasonable objections to it upon these or other grounds, and I have much pleasure in informing Your Lordship that the circular will be re issued with the following concluding paragraphs in lieu of those referred to above:—

"Having reference to the above you are requested to furnish any foreign fishing vessels, boats or fishermen found within three marine miles of the shore within your district with a printed copy of the warning enclosed herewith.

"If any fishing vessel or boat of the United States is found fishing or to have been fishing or preparing to fish, or if hovering within the three mile limit, does not depart within twenty-four hours after receiving such warning, you will place an officer on board of such vessel and at once telegraph the facts to the Fisheries Department at Ottawa and await instructions."

The effect of these words will be that every foreign fisherman found within the three mile limit will receive a warning which will make him aware of the state of

the law, while every fishing vessel belonging to the United States found contravening the existing Canadian Statutes, which, as I have already reminded your Lordship, in these respects follow closely those passed by the Imperial Parliament, will, if not departing within twenty-four hours after receiving such warning, be detained under the conditions described.

I trust that the above explanation will be satisfactory to your Lordship.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honorable
EARL GRANVILLE, K.G.,
&c., &c., &c.

[Enclosure No. 1.]

WARNING.—TO ALL WHOM IT MAY CONCERN.

The Government of the United States having by notice terminated Articles 18 to 25, both inclusive, and Article 30, known as the Fishery Articles, of the Washington Treaty, attention is called to the following provision of the Convention between the United States and Great Britain, signed at London on the 20th October, 1818:—

Article 1st. "Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof, to take, dry and cure fish, on certain coasts, bays, harbors and creeks, of His Britannic Majesty's dominions in America, it is agreed between the high Contracting Parties, that the inhabitants of the said United States shall have, forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbors and creeks, from Mount Joly, on the southern coast of Labrador, to and through the Straits of Belleisle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty, forever, to dry and cure fish in any of the unsettled bays, harbors and creeks of the southern part of the coast of Newfoundland hereabove described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose, with the inhabitants, proprietors, or possessors of the ground."

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish, on or within three marine miles, of any of the coasts, bays, creeks, or harbors of His Britannic Majesty's dominions in America, not included within the above-mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbors, for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any manner what-ever abusing the privileges hereby reserved to them."

Attention is also called to the following provisions of the Act of the Parliament of Canada, Cap. 61, of the Acts of 1868, "An Act respecting fishing by foreign vessels."

2nd. "Any commissioned officer of Her Majesty's Navy, serving on board of any vessel of Her Majesty's Navy, cruising and being in the waters of Canada for purpose of affording protection to Her Majesty's subjects engaged in the fisheries, or any commissioned officer of Her Majesty's Navy, Fishery Officer, or Stipendiary Magistrate on board of any vessel belonging to or in the service of the Government of Canada and employed in the service of protecting the fisheries, or any officer of the Customs of Canada, Sheriff, Magistrate or other person duly commissioned for that purpose, may go on board of any ship, vessel or boat, within any harbor in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creek or harbors in Canada, and stay on board so long as she may remain within such place or distance."

3rd. "If such ship, vessel or boat be bound elsewhere, and shall continue within such harbor, or so hovering for twenty-four hours after the Master shall have been required to depart, any one of such officers or persons as are above mentioned may bring such ship,

vessel or boat into port and search her cargo, and may also examine the Master upon oath touching the cargo and voyage; and if the Master or person in command shall not truly answer the questions put to him in such examination, he shall forfeit four hundred dollars; and if such ship, vessel or boat be foreign, or not navigated according to the laws of the United Kingdom or of Canada, and have been found fishing, or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks or harbors of Canada, not included within the above-mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel or boat under the first section of this Act, such ship, vessel or boat, and the tackle, rigging, apparel, furniture, stores and cargo thereof shall be forfeited."

4th. "All goods, ships, vessels and boats, and the tackle, rigging, apparel, furniture, stores and cargo liable to forfeiture under this Act, may be seized and secured by any officers or persons mentioned in the second section of this Act; and every person opposing any officer or person in the execution of his duty under this Act, or aiding or abetting any other person in any opposition, shall forfeit eight hundred dollars, and shall be guilty of a misdemeanor, and upon conviction be liable to imprisonment for a term not exceeding two years."

Of all of which you will take notice and govern yourself accordingly.

(Sd.) GEORGE E. FOSTER,
Minister of Marine and Fisheries.

DEPARTMENT OF FISHERIES,
OTTAWA, 5th March, 1886.

No. 90.

The Marquis of Lansdowne to Earl Granville.

[No. 188.]

QUEBEC, 8th June, 1886.

MY LORD,—In reference to Sir Lionel West's letter to me of the 21st May, enclosing one from Mr. Bayard complaining of the treatment of the American schooner "Jennie and Julia," of Eastport, Maine, which vessel was represented to have, after she had made due entry at the port of Digby, N.S., attempted to purchase herrings for smoking and to have been thereupon warned, and compelled to leave without taking any cargo, I have the honor to enclose copy of a report which I have received from my Minister of Marine and Fisheries dealing fully with the case in question.

Your Lordship will observe that the "Jennie and Julia" is described as being to all intents and purposes a fishing vessel, fully equipped for fishing, and that as such she was regarded as debarred by the Convention of 1818 from trading in Canadian ports, and, therefore, warned to desist from so doing.

I have, &c.,

(Sd.) LANSDOWNE.

[Enclosure No. 1.]

DEPARTMENT OF FISHERIES, CANADA, OTTAWA, JUNE 5TH, 1886.

With reference to a despatch from the British Minister at Washington, to His Excellency the Governor General, dated 21st May last, and enclosing a letter from Mr. Secretary Bayard, regarding the refusal of the Collector of Customs at Digby, N. S., to allow the United States' schooner "Jennie and Julia" the right of exercising commercial privileges at the said port, the undersigned has the honor to make the following observations:—

It appears that the "Jennie and Julia" is a vessel of about 14 tons register, that she was to all intents and purposes a fishing vessel, and at the time of her entry into the port of Digby had fishing gear and apparatus on board, and that the Collector fully satisfied himself of these facts. According to the master's declaration she was there to purchase fresh herring only, and wished to get them direct from the weir fishermen. The Collector acted upon his conviction that she was a fishing vessel and as such debarred by the Treaty of 1818 from entering Canadian ports for purposes of trade. He, therefore, in the exercise of his plain duty, warned her off.

The Treaty of 1818 is explicit in its terms, and by it United States' fishing vessels are allowed to enter Canadian ports for shelter, repairs, wood and water, and "for no other purpose whatever."

The undersigned is of the opinion that it cannot be successfully contended that a *bona fide* fishing vessel can, simply by declaring her intention of purchasing fresh fish for other than baiting purposes, evade the provisions of the Treaty of 1818 and obtain privileges not contemplated thereby. If that were admitted, the provision of the Treaty which excludes United States' fishing vessels for all purposes but the four above mentioned, would be rendered null and void and the whole United States' fishing fleet be at once lifted out of the category of fishing vessels, and allowed free use of Canadian ports for baiting, obtaining supplies and transhipping cargoes.

It appears to the undersigned that the question as to whether a vessel is a fishing vessel or a legitimate trader or merchant vessel is one of fact, and to be decided by the character of the vessel and the nature of her outfit, and that the class to which she belongs is not to be determined by the simple declaration of her master, that he is not at any given time acting in the character of a fisherman.

At the same time the undersigned begs again to observe that Canada has no desire to interrupt the long-established and legitimate commercial intercourse with the United States, but rather to encourage and maintain it, and that Canadian ports are at present open to the whole merchant navy of the United States on the same liberal conditions as heretofore accorded.

The whole respectfully submitted.

(Sd.)

GEO. E. FOSTER,
Minister of Marine and Fisheries.

No. 91.

Governor General to Earl Granville.

[No. 193.]

QUEBEC, 9th June, 1886.

MY LORD,—I have the honor to forward herewith for Your Lordship's information, copies of two despatches I have received from Her Majesty's Minister at Washington in regard to the detention and subsequent release of the Canadian Schooner "Sisters," at Portland, Maine, for violation of the Customs regulations of the United States.

Nos. 79
and 82.

2. The vessel in question arrived in the port of Portland with a cargo of fish, and became liable to a fine of \$500 for the failure of her captain to produce a manifest of her cargo upon his arrival within the limits of the Customs jurisdiction of the port. As, however, the United States' authorities were satisfied that there was no intention on the part of the captain of the "Sisters" to defraud the revenue, the fine was remitted and the vessel released.

3. I have communicated copies of Sir Lionel West's despatches to my Government.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honorable

EARL GRANVILLE, K.G.

No. 92.

Governor General to Earl Granville.

[No. 196.]

CITADEL, QUEBEC, 9th June, 1886.

MY LORD,—With reference to previous correspondence I have the honor to forward herewith for Your Lordship's information a copy of a despatch from Sir Lionel West, enclosing a note from Mr. Bayard, dated May 29, on questions arising out of the Bill to amend the "Dominion Fishery Act of 1868," recently passed through both Houses of the Dominion Parliament.

No. 81 and
enclosure.

2. I have already made Your Lordship aware that the Bill referred to by Mr. Bayard was reserved by me for the signification of Her Majesty's pleasure thereon upon the ground that as it affected matters forming the subject of negotiation between Her Majesty's Government and that of the United States, it was desirable that it should not come into operation until Her Majesty's Government should have had an opportunity of considering its provisions.

3. A copy of the warning referred to by Mr. Bayard was sent to Your Lordship in my despatch of 25th March, and I now enclose a copy of the Customs circular of 7th May, which is mentioned in Mr. Bayard's note.

4. I had the honor of intimating to Your Lordship by telegram on the 8th instant, that it had been found necessary to amend the wording of this Enc. No. 3 circular, the terms of which as they originally stood would have affected of No. 33. all foreign vessels and not only those of the United States.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honorable
EARL GRANVILLE, K.G.

No. 93.

Colonial Office to Governor General.

DOWNING STREET, 9th June, 1886.

MY LORD,—I have the honor to transmit to you, for the information of Your Lordship's Government, copies of two despatches (received from the Foreign Office) which have been addressed by the Earl of Roseberry to Sir Lionel West, recording conversations held by His Lordship with the American Minister on the subject of the Fishery Question.

I have, &c.,

(Sd.) ROBERT G. W. HERBERT,
for EARL GRANVILLE.

His Excellency
The GOVERNOR GENERAL.

[Enclosure No. 1.]

The Earl of Roseberry to Sir L. West.

(No. 20. Treaty.)

FOREIGN OFFICE, 24th May, 1886.

SIR,—The American Minister called on me to-day, and said that he had received a telegram from Mr. Bayard late on Saturday night instructing him to ask me if the seizure of American fishing vessels in Canadian waters could not be discontinued, and the vessels already captured restored, of course, without prejudice, and on an undertaking to surrender them if required.

Mr. Phelps went on to argue the construction of the Treaty of 1818, and said that though, at a first glance, its provisions might seem to justify the Canadian authorities in the course which they had taken, a general view of its whole scope contradicted that assumption, which, in any case, was inconsistent with the cordial relations existing between the two countries. In reply, I reminded Mr. Phelps that that Treaty was concluded at a time when, after a war and a period of great bitterness, the relations between Great Britain and the United States were not so cordial as they are now.

As regarded the construction of the Treaty, I could not presume to argue with so eminent a lawyer as himself; I could not, however, refrain from expressing the opinion that the plain English of the clause seemed to me entirely to support the Canadian view. Nor was it the fault of the Canadians that they had been compelled to resort to the enforcement of the Treaty. I admitted, indeed, that the responsibility did not lie on the American Govern-

ment. But the Senate had refused to sanction any negotiation on the matter, and had therefore thrown back the Canadians on the provisions of the Treaty of 1818. As regarded the seizure of the vessels which Mr. Phelps had described as having transgressed unwittingly, I could only say but little, as I had received no intelligence beyond what was stated in the newspapers. If, however, they had erred unwittingly it was not our fault, for we had issued a formal warning to American fishermen that they would not be permitted, under the Treaty of 1818, to do certain things, and we had requested Mr. Bayard to issue a similar notice. He, however, had declined to do so. I could not, therefore, think that the American vessels had erred unwittingly, more especially, as, if I was rightly informed by the newspapers, there were suspicious and furtive circumstances connected with the case of the "David J. Adams," at any rate, which tended to prove that the captain was aware that he was acting illegally.

As to the substantial proposition of Mr. Bayard, I begged Mr. Phelps to return the following answer: No one, as he was aware, could be more anxious than I was to maintain the most cordial relations between the two countries. He well knew that I would go more than half way to meet Mr. Bayard in this matter, but it would be difficult to ask the Canadians to suspend their legal action if we had nothing to offer them in the way of a *quid pro quo*. What I would suggest would be this, that he should telegraph at once to Washington to tell Mr. Bayard that I would do my best to induce the Colonial authorities to suspend their action if some assurance could be given me of an immediate readiness to negotiate on the question. Mr. Phelps promised to do this.

I am, &c.,

(Signed) ROSEBERY.

[Enclosure No. 2.]

Mr. Bayard to Mr. Phelps (communicated to the Earl of Rosebery by Mr. Phelps, May 29).

(Telegraphic.)

May 27, 1886.

You will say to Lord Rosebery that every disposition exists on our part to arrive at an amicable and just solution of Canadian fishery and trade question, as the President has already manifested. Main point now is to have Treaty of 1818 so interpreted as not to destroy commercial intercourse, including purchase of bait for use in deep sea fishing. This was done by Great Britain in 1871, and its abandonment now would be inadmissible,* and adhered to now would relieve hardship and exasperation caused by summary arrest of vessels. Present action of Canadian authorities is calculated to obstruct settlement.

[Enclosure No. 3.]

The Earl of Rosebery to Sir L. West.

(No. 21 A. Treaty.)

FOREIGN OFFICE, May 29, 1886.

SIR,—The American Minister called on me to-day and read me a telegram from Mr. Bayard, of which I enclose a copy.

He again discussed at some length the provisions of the Treaty of 1818, and said that the newspapers which had reached him from America treated the matter as of little moment, because the British Government were sure not to support the action of the Canadian Administration. He also alluded to a correspondence with Lord Kimberley in 1871, in which Lord Kimberley stated that the Imperial Government was the sole interpreter of the British view of Imperial Treaties, and that they were not able to support the Canadian view of the bait clause. Mr. Phelps finally urged that the action of the Canadian Government should be suspended, which would then conduce to a friendly state of matters, which might enable negotiations to be resumed.

I replied to Mr. Phelps that, as regards the strict interpretation of the Treaty of 1818, I was in the unfortunate position, that there were not two opinions in this country on the matter, and that the Canadian view was held by all authorities to be legally correct. If we are now under the provisions of the Treaty of 1818 it was by the action, not of Her Majesty's Government, or of the Canadian Government, but by the wish of the United States. I had offered to endeavor to procure the prolongation of the temporary arrangement of last year,

*This word is doubtful as to correct reading of cypher.

in order to allow an opportunity for negotiating, and that had been refused. A Joint Commission had been refused, and, in fact, as any arrangement, either temporary or permanent, had been rejected by the United States, it was not a matter of option but a matter of course that we returned to the existing Treaty. As to Lord Kimberley's view, I had had no explanation from him on that point, and of course I entirely concurred with his opinion that the British Government were the interpreters of the British view of Imperial Treaties. As regarded the wish expressed by Mr. Phelps that the present action should be suspended, when possibly an opportunity might arrive for negotiation, I said that that amounted to an absolute concession of the Canadian position with no return whatever, and I feared that the refusal of the United States to negotiate, for so I could not help interpreting Mr. Bayard's silence in answer to my proposition, would produce a bad effect, and certainly would not assist the Imperial Government in their efforts to deal with this question. In the meantime, however, I begged him simply to assure Mr. Bayard that I had received his communication, and that we were still awaiting the Canadian case and the details of the other seizures, that when we had received these, for which we had telegraphed, I hoped to be in a better position for giving an answer. Mr. Phelps also touched on the seizures of these ships, and I said that the legality of that would be decided in a Court of Law, and Mr. Phelps objected that it would be a Dominion Court of Law and not an Imperial Court. I replied that an appeal would lie to the Courts in this country, and Mr. Phelps pointed out that that procedure would be expensive; but I reminded him again that it was not our fault that we had been thrown on the provisions of the Treaty of 1818.

I am, &c.,

(Sd.)

ROSEBERY.

[Enclosure No. 4.]

The Earl of Rosebery to Sir L. West.

(No. 24. Treaty.)

FOREIGN OFFICE, 2nd June, 1886.

SIR,—The American Minister informed me to-day, in the course of conversation, that he was at this moment preparing a statement of the American contention with regard to the recent seizures under the terms of the Convention of 1818. He entered into a long argument to show that seizure was not provided for by law as a penalty for the infraction of this clause; that what was provided for was a punishment for American vessels fishing within the forbidden limits. He said that his Government could not admit the interpretation which apparently was accepted by the Canadian Government, and he mentioned the fact that in any case the American fishermen had no notice of the action that was going to be taken. As to the latter point, I replied that that was not the fault of Her Majesty's Government. On the 18th March I had telegraphed to you to ask you to request the Secretary of State to issue a Notice such as we were about to issue to Canadian fishermen, and he had declined to do so. Mr. Phelps was not aware of this. I went on to say that the view of the American Government appeared to be this: "You are to accept our interpretation of the Treaty, whether it be yours or not, and in any case we will not negotiate with you." I said that that was not a tenable proposition. Mr. Phelps said that it was quite true that his Government, owing to circumstances of which I was aware, had not been able to negotiate, but as regarded the Treaty, he felt sure that he would be able to convince me that the American interpretation was correct. I said that, as regards the circumstances to which he had alluded, we had only to look to the United States' Government, and could not look beyond it. He would remember that at almost our first interview on my accession to office I had proposed to him to endeavour to procure the continuation of the recent arrangement for a year, although that arrangement was disadvantageous to Canada in that it gave the United States all it wanted, and gave Canada nothing in return. We had also pressed on the United States' Government the issue of a Joint Commission to investigate the matter, and that had also been refused. Further, on the 24th May, I made a proposal, personally indeed, but with all the weight which my official character could give, that Canadian action should be suspended, and negotiations should commence, and to this I had received no reply. In these circumstances, I could not feel that Her Majesty's Government had been wanting in methods of conciliation, and I begged him to send me his statement of his case as quickly as possible, for in the meantime there was such unanimity among our Legal Advisers as to the interpretation of the Treaty of 1818 that I had nothing to submit to them. As regards the cases themselves, I had as yet no details, nor was I in possession of the Bill or of the Circular to which Mr. Bayard's recent telegram referred.

I am, &c.,

(Sd.)

ROSEBERY.

No. 94.

Governor General to Earl Granville, K. G.

[No. 199.]

QUEBEC, 14th June, 1886.

MY LORD,—I have the honour to enclose herewith a certified copy of an approved report of my Privy Council upon Mr. Bayard's notes of the 10th and 20th May, dealing with the seizure of the American fishing vessel "David J. Adams," and the questions affecting the rights of United States' fishermen within the territorial waters of the Dominion, which have arisen in consequence of that seizure.

2. The report bears the strongest testimony to the desire of my Government, not only to avoid any action which might unnecessarily interrupt the amicable and neighbourly relations of the two countries, but also to establish, if possible, upon a wider and mutually advantageous basis the commercial relations of Canada and the United States.

3. Your Lordship will observe that whatever action has been resorted to by the Dominion Government has been taken solely with the object of maintaining valuable rights secured to the subjects of Her Majesty by contracts entered into by the Imperial Government, and by legislation carrying out the terms of those contracts. The report expresses the conviction of my Government that such legislation, together with the administrative acts of those to whom has been entrusted the duty of giving effect to it, are not as the Secretary of State of the United States has asserted, usurpations of power on the part of the Canadian Legislature or of the Canadian Executive, but clearly within the competence of both.

4. In another portion of the report Your Lordship will find a statement of the reasons for which it is held that the provisions of the Convention of 1818 have not, as Mr. Bayard appears to suppose, been superseded or rendered of doubtful validity by subsequent laws or regulations affecting the trade of the two countries, but that they are still undoubtedly in force, and it is pointed out that now that the Convention has been once more brought into operation by the action, not of the Dominion, but of the United States, the Government of this country cannot consistently with its duty abandon or suspend any of the privileges secured by that Convention to its people.

5 Your Lordship will find that a full, and, I trust, satisfactory explanation has been given of the circumstances under which the "David J. Adams" was seized, and of the conduct of the officers of the Canadian Fisheries Police in dealing with that vessel. I may in conclusion again remind Your Lordship that in none of the cases to which Mr. Bayard's complaints have reference, has there been any interference with vessels other than those engaged in the fishing industry, and that there has never been any desire on the part of the Canadian Government in any way whatever to restrict the intercourse of other trading vessels frequenting the waters of the Dominion.

(Sd.) LANSLOWNE.

The Right Honourable

EARL GRANVILLE, K.G.

[Enclosure No. 1.]

CERTIFIED copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 14th June, 1886.

The Committee of the Privy Council have had under consideration a report from the Minister of Marine and Fisheries upon the communications, under date the 10th and 20th May last, from the Hon. Mr. Bayard, Secretary of State of the United States, to Her Majesty's Minister at Washington, in reference to the seizure of the American fishing vessel "David J. Adams."

The Committee concur in the annexed report, and they advise that Your Excellency be moved to transmit a copy thereof, if approved, to the Right Hon. the Secretary of State for the Colonies.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MOGEE,
Clerk, Privy Council for Canada.

Report of the Minister of Marine and Fisheries.

[Enclosure No. 2.]

The undersigned, having had his attention called by Your Excellency to a communication from Mr. Bayard, Secretary of State of the United States, dated the 10th May, and addressed to Her Majesty's Minister at Washington, in reference to the seizure of the American fishing vessel "David J. Adams," begs leave to submit the following observations thereon :—

Your Excellency's Government fully appreciates and reciprocates Mr. Bayard's desire that the administration of the laws regulating the commercial interests and the mercantile marine of the two countries might be such as to promote good feeling and mutual advantage. Canada has given many indisputable proofs of an earnest desire to cultivate and extend her commercial relations with the United States, and it may not be without advantage to recapitulate some of those proofs.

For many years before 1854 the Maritime Provinces of British North America had complained to Her Majesty's Government of the continuous invasion of their inshore fisheries (sometimes accompanied, it was alleged, with violence) by American fishermen and fishing vessels.

Much irritation naturally ensued, and it was felt to be expedient by both Governments to put an end to this unseemly state of things by treaty, and at the same time to arrange for enlarged trade relations between the United States and the British North American Colonies. The Reciprocity Treaty of 1854 was the result by which not only were our inshore fisheries opened to the Americans, but provision was made for the free interchange of the principal natural products of both countries, including those of the sea.

Peace was preserved in our waters, and the volume of international trade steadily increased during the existence of this treaty, and until it was terminated in 1866—not by Great Britain, but by the United States.

In the following year Canada (then become a Dominion, and united to Nova Scotia and New Brunswick) was thrown back on the Convention of 1818, and obliged to fit out a Marine Police to enforce the laws and defend her rights. Still desiring, however, to cultivate friendly relations with her great neighbour, and not too suddenly to deprive American fishermen of their accustomed fishing grounds and means of livelihood, she readily acquiesced in the proposal of Her Majesty's Government for the temporary issue of annual licenses to fish, on payment of a moderate fee. Your Excellency is aware of the failure of that scheme. A few licenses were issued at first, but the applications for them soon ceased, and the American fishermen persisted in forcing themselves into our waters without leave or license.

Then came the recurrence, in an aggravated form, of all the troubles which had occurred anterior to the Reciprocity Treaty. There were invasions of our waters, personal conflicts between our fishermen and American crews, the destruction of nets, the seizure and condemnation of vessels, and intense consequent irritation on both sides. This was happily put an end to by the Washington Treaty of 1871. In the interval between the termination of the first treaty and the ratification of that by which it was evidently replaced, Canada on several occasions pressed without success, through the British Minister at Washington, for a renewal of the Reciprocity Treaty, or for the negotiation of another on a still wider basis.

When, in 1874, Sir Edward Thornton, then British Minister at Washington, and the late Hon. George Brown, of Toronto, were appointed joint Plenipotentiaries for the purpose of negotiating and concluding a treaty relating to "Fisheries, Commerce and Navigation," a provisional treaty was arranged by them with the United States' Government, but the Senate decided that it was not expedient to ratify it, and the negotiation fell to the ground.

The Treaty of Washington, while it failed to restore the provisions of the Treaty of 1854 for reciprocal free trade (except in fish), at least kept the peace, and there was tranquillity along our shores until July, 1885, when it was terminated again by the United States' Government and not by Great Britain.

With a desire to show that she wished to be a good neighbour and in order to prevent loss and disappointment on the part of the United States' Fishermen by their sudden exclusion from her waters in the middle of the fishing season, Canada continued to allow them for six

months all the advantages which the rescinded Fishery clauses had previously given them, although her people received from the United States none of the corresponding advantages which the Treaty of 1871 had declared to be an equivalent for the benefits secured thereby to the American Fishermen.

The President in return for this courtesy promised to recommend to Congress the appointment of a joint commission by the two Governments of the United Kingdom and the United States to consider the Fishery Question, with permission also to consider the whole state of the Trade relations between the United States and Canada.

This promise was fulfilled by the President, but the Senate rejected his recommendation and refused to sanction the Commission.

Under these circumstances, Canada, having exhausted every effort to procure an amicable arrangement has been driven again to fall back upon the Convention of 1818, the provisions of which she is now enforcing and will enforce in no punitive or hostile spirit, as Mr. Bayard supposes, but solely in protection of her Fisheries, and in vindication of the rights secured to her by Treaty.

Mr. Bayard suggests that "the Treaty of 1818 was between two nations, the United States of America and Great Britain, who, as the contracting parties, can alone apply authoritative interpretation thereto, and enforce the provisions by appropriate legislation."

As it may be inferred from this statement that the right of the Parliament of Canada to make enactments for the protection of the Fisheries of the Dominion, and the power of the Canadian officers to protect those Fisheries, are questioned, it may be well to state at the outset the grounds upon which it is conceived by the undersigned that the jurisdiction in question is clear beyond a doubt.

(1.) In the first place the undersigned would ask it to be remembered that the extent of the jurisdiction of the Parliament of Canada is not limited (nor was that of the Provinces before the Union) to the sea coast, but extends for three marine miles from the shore as to all matters over which any Legislative authority can in any country be exercised within that space. The legislation which has been adopted on this subject by the Parliament of Canada (and previously to Confederation by the Provinces) does not reach beyond that limit. It may be assumed that in the absence of any treaty stipulation to the contrary this right is so well recognized and established by both British and American law, that the grounds on which it is supported need not be stated here at large. The undersigned will merely add, therefore, to this statement of the position, that so far from the right being limited by the Convention of 1818 that Convention expressly recognizes it.

After renouncing the liberty to "take, cure or dry fish on or within three marine miles of any of the coasts, bays, creeks or harbours of Her Majesty's Dominions in America," there is a stipulation that while American fishing vessels shall be admitted to enter such bays, &c., "for the purpose of shelter and of repairing damages therein, of purchasing wood and of obtaining water," they shall be under such restrictions as may be necessary to prevent their taking, curing or drying fish therein, or in any other manner whatever abusing the privileges reserved to them.

(2.) "Appropriate legislation" on this subject was, in the first instance, adopted by the Parliament of the United Kingdom. The Imperial Statute 59 George III, chap. 3^d, was enacted in the year following the Convention in order to give that Convention force and effect. That Statute declared that except for the purposes before specified it should "not be lawful for any person or persons, not being a natural born subject of His Majesty, in any foreign ship, vessel or boat, nor for any person in any ship, vessel or boat, other than such as shall be navigated according to the laws of the United Kingdom of Great Britain and Ireland, to fish for, or to take, dry or cure any fish of any kind whatever within three marine miles of any coasts, bays, creeks or harbours whatever in any part of His Majesty's Dominions in America, not included within the limits specified and described in the First Article of the said Convention, and that if such foreign ship, vessel or boat or any persons on board thereof, shall be found fishing, or to have been fishing, or preparing to fish within such distance of such coasts, bays, creeks or harbours within such parts of His Majesty's Dominions in America, out of the said limits as aforesaid, all such ships, vessels and boats together with their cargoes and all guns, ammunition, tackle, apparel, furniture and stores, shall be forfeited and shall and may be seized, taken, sued for, prosecuted, recovered and condemned by such and the like ways, means and methods and in the same courts as ships, vessels or boats may be forfeited, seized, prosecuted and condemned for any offence against any laws relating to the Revenue of Customs or the laws of trade and navigation, under any Act or Acts of the Parliament of Great Britain, or of the United Kingdom of Great Britain and Ireland; provided that nothing contained in this Act shall apply, or be construed to apply to the ships, or subjects of any Province, Power or State in amity with his Majesty, who are entitled by treaty with his Majesty to any privilege of taking, drying or curing fish on the coasts, bays, creeks or harbours, or within the limits in this Act described; provided always, that it shall and may be lawful for

any fisherman of the said United States to enter into any such bays or harbours of His Britannic Majesty's Dominions in America as are last mentioned for the purpose of shelter and repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever; subject nevertheless to such restrictions as may be necessary to prevent such fishermen of the said United States from taking, drying or curing fish in the said bays or harbours, or in any other manner whatever abusing the said privileges by the said treaty and this Act reserved to them, and as shall for that purpose be imposed by any order or orders to be from time to time made by His Majesty in Council under the authority of this Act, and by any regulations which shall be issued by the Governor or person exercising the office of Governor in any such parts of His Majesty's Dominions in America, under or in pursuance of any such Order in Council as aforesaid.

"And that if any person or persons, upon requisition made by the Governor of Newfoundland, or the person exercising the office of Governor, or by any Governor in person exercising the office of Governor in any other parts of His Majesty's Dominions in America, as aforesaid, or by any officer or officers acting under such Governor, or person exercising the office of Governor, in the execution of any orders or instructions from His Majesty in Council, shall refuse to depart from such bays or harbours, or if any person or persons shall refuse or neglect to conform to any regulations or directions which shall be made or given for the execution of any of the purposes of this Act, every such person so refusing or otherwise offending against this Act shall forfeit the sum of two hundred pounds, to be recovered in the Superior Court of Judicature of the Island of Newfoundland, or in the Superior Court of Judicature of the colony or settlement within or near to which such offence shall be committed, or by Bill, Plaint or Information in any of His Majesty's Courts of Record at Westminster, one moiety of such penalty to belong to His Majesty, His heirs and successors, and the other moiety to such person or persons as shall sue or prosecute for the same."

Dominion Acts, 31 Vic., Chap. 61.
33 Vic., Chap. 16, now incorporated
in Revised Statutes of 1886, Chap. 90
Nova Scotia Acts, Revised Statutes,
3rd series. C. 94, 29 Vic. (1866) C.
35. New Brunswick Acts, 18 Vic.,
(1853) C. 69 P. Edward Island Act
6 Vic. (1843) C. 14.

The Acts passed by the Provinces now forming Canada, and also by the Parliament of Canada (now noted in the margin) are to the same effect, and may be said to be merely declaratory of the law as established by the Imperial Statute.

(3.) The authority of the Legislatures of the Provinces, and after Confederation, the authority of the Parliament of Canada, to make enactments to enforce the provisions of the Convention, as well as the authority of Canadian officers to enforce those Acts, rests on well-known constitutional principles.

Those Legislatures existed, and the Parliament of Canada now exists, by the authority of the Parliament of the United Kingdom of Great Britain and Ireland, which is one of the "nations" referred to by Mr. Bayard as the "contracting parties." The Colonial Statutes have received the sanction of the British Sovereign, who and not the nation is actually the party with whom the United States made the Convention. The officers who are engaged in enforcing the Acts of Canada or the laws of the Empire are Her Majesty's officers, whether their authority emanates directly from the Queen or from Her representative the Governor General.

The jurisdiction thus exercised cannot, therefore, be properly described in the language used by Mr. Bayard as a supposed and therefore questionable delegation of jurisdiction by the Imperial Government, of Great Britain. Her Majesty governs in Canada as well as in Great Britain, the officers of Canada are Her officers, the Statutes of Canada are Her Statutes, passed on the advice of Her Parliament sitting in Canada.

It is, therefore, an error to conceive that because the United States and Great Britain were in the first instance the contracting parties to the Treaty of 1818, no questions arising under that Treaty can be "responsibly dealt with" either by the Parliament or by the authorities of the Dominion.

The raising of this objection now is the more remarkable as the Government of the United States has long been aware of the necessity of reference to the Colonial Legislatures in matters affecting their interests. The Treaties of 1854 and 1871 expressly provide that so far as they concerned the Fisheries or Trade relations of the Provinces, they should be subject to ratification by their several Legislatures, and seizures of American vessels and goods followed by condemnation for breach of the Provincial Customs laws, have been made for forty years without protest or objection on the part of the United States' Government.

The undersigned with regard to this contention of Mr. Bayard has further to observe that, in the proceedings which have recently been taken for the protection of the Fisheries, no attempt has been made to put any special or novel interpretation on the Convention of 1818. The seizures of the fishing vessels have been made in order to enforce the explicit

provisions of the Treaty, the clear and long established provisions of the Imperial Statute and of the Statutes of Canada, expressed in almost the same language.

The proceedings which have been taken to carry out the law of the Empire in the present case, are the same as those which have been taken from time to time during the period in which the Convention has been in force, and the seizures of vessels have been made under process of the Imperial Court of Vice-Admiralty established in the Provinces of Canada.

Mr. Bayard further observes that since the Treaty of 1818, "a series of laws and regulations affecting the trade between the North American Provinces and the United States have been respectively adopted by the two countries, and have led to amicable and mutually beneficial relations between their respective inhabitants," and that "the independent and yet concurrent action of the two Governments has affected a gradual extension from time to time of the provisions of Article 1, of the Convention of July 3, 1815, providing for reciprocal liberty of commerce between the United States and the Territories of Great Britain in Europe, so as gradually to include the Colonial Possessions of Great Britain in North America and the West Indies within the limits of that Treaty."

The undersigned has not been able to discover in the instances given by Mr. Bayard any evidence that "the laws and regulations affecting the trade between the British North American Provinces and the United States," or that "the independent and yet concurrent action of the two Governments" have either extended or restricted the terms of the Convention of 1818, or affected in any way the right to enforce its provisions according to the plain meaning of the articles of the Treaty. On the contrary a reference to the 18th article of the Washington Treaty will show that the contracting parties made the Convention the basis of the further privileges granted by the Treaty, and it does not allege that its provisions are in any way extended or affected by subsequent legislation or acts of administration.

Mr. Bayard has referred to the proclamation of President Jackson, in 1830, creating reciprocal commercial intercourse "on terms of perfect equality of flag" between the United States and the British American dependencies, and has suggested that these "commercial privileges have since received a large extension, and that in some cases favours have been granted by the United States without equivalent concession," such as "the exemption granted by the Shipping Act of June 26, 1884 amounting to one-half of the regular tonnage dues on all vessels from British North America and West Indies entering ports of the United States."

He has also mentioned under this head "the arrangements for the transit of goods, and the remission by proclamation as to certain British ports and places, of the remainder of the tonnage tax, on evidence of equal treatment being shown" to United States vessels.

The proclamation of President Jackson, in 1830, had no relation to the subject of the fisheries, and merely had the effect of opening United States' ports to British vessels on terms similar to those which had already been granted in British ports to vessels of the United States. The object of these "laws and regulations," mentioned by Mr. Bayard, was purely of a commercial character, while the sole purpose of the Convention of 1818 was to establish and define the rights of the citizens of the two countries in relation to the fisheries on the British North American coast.

Bearing this distinction in mind, however, it may be conceded that substantial assistance has been given to the development of commercial intercourse between the two countries. But legislation in that direction has not been confined to the Government of the United States, as indeed Mr. Bayard has admitted, in referring to the case of the Imperial Shipping and Navigation Act of 1849.

For upwards of forty years, as has already been stated, Canada has continued to evince her desire for a free exchange of the chief products of the two countries. She has repeatedly urged the desirability of the fuller reciprocity of trade, which was established during the period in which the Treaty of 1854 was in force.

The laws of Canada, with regard to the registry of vessels, tonnage dues, and shipping generally, are more liberal than those of the United States. The ports of Canada in inland waters are free to vessels of the United States, which are admitted to the use of her canals on equal terms with Canadian vessels.

Canada allows free registry to ships built in the United States and purchased by British citizens, charges no tonnage or light dues on United States' shipping, and extends a standing invitation for a large measure of reciprocity in trade by her tariff legislation.

Whatever relevancy therefore the argument may have to the subject under consideration, the undersigned submits that the concessions which Mr. Bayard refers to as "favours" granted by the United States can hardly be said not to have been met by equivalent concessions on the part of the Dominion, and inasmuch as the disposition of Canada continues to be the same as was evinced in the friendly legislation just referred to, it would seem that Mr. Bayard's charges of showing "hostility to commerce under the guise of protection to inshore

fisheries," or of "interrupting ordinary commercial intercourse by harsh measures and unfriendly administration," is hardly justified.

The questions which were in controversy between Great Britain and the United States, prior to 1818, related not to shipping and commerce, but to the claims of United States' fishermen to fish in waters adjacent to the British North American Provinces.

Those questions were definitely settled by the Convention of that year, and although the terms of that Convention have since been twice suspended, first by the Treaty of 1854, and subsequently by that of 1871, and after the lapse of each of these two treaties the provisions made in 1818 came again into operation, and were carried out by the Imperial and Colonial authorities without the slightest doubt being raised as to their being in full force and vigour.

Mr. Bayard's contention that the effect of the legislation which has taken place under the Convention of 1818, and of Executive action thereunder, would be "to expand the restrictions and renunciations of that treaty, which related solely to inshore fishing, within the three mile limit, so as to affect the deep sea fisheries," and "to diminish and practically destroy the privileges expressly secured to American vessels to visit these inshore waters for the object of shelter and repair of damages, and purchasing wood and obtaining water," appears to the undersigned to be unfounded. The legislation referred to in no way affects these privileges, nor has the Government of Canada taken any action towards their restriction. In the cases of the recent seizures, which are the immediate subject of Mr. Bayard's letters, the vessels seized had not resorted to Canadian waters for any one of the purposes specified in the Convention of 1818 as lawful. They were United States' fishing vessels, and against the plain terms of the Convention had entered Canadian harbours. In doing so the "David J. Adams" was not even possessed of a permit "to touch and trade," even if such a document could be supposed to divest her of the character of a fishing vessel.

The undersigned is of opinion that while for the reasons which he has advanced there is no evidence to show that the Government of Canada has sought to expand the scope of the Convention of 1818, or to increase the extent of its restrictions, it would not be difficult to prove that the construction which the United States seek to place on that Convention would have the effect of extending very largely the privileges which their citizens enjoy under its terms. The contention that the changes which may from time to time occur in the habits of the fish taken off our coasts, or in the methods of taking them, should be regarded as justifying a periodical revision of the terms of the treaty, or a new interpretation of its provisions cannot be acceded to. Such changes may from time to time render the conditions of the contract inconvenient to one party or the other, but the validity of the agreement can hardly be said to depend on the convenience or inconvenience which it imposes from time to time on one or other of the contracting parties. When the operation of its provisions can be shown to have become manifestly inequitable, the utmost that good will and fair dealing can suggest is that the terms should be reconsidered and a new arrangement entered into, but this the Government of the United States does not appear to have considered desirable.

It is not however the case that the Convention of 1818 affected only the inshore fisheries of the British Provinces; it was framed with the object of affording a complete and exclusive definition of the rights and liberties which the fishermen of the United States were thenceforth to enjoy in following their vocation so far as these rights could be affected by facilities for access to the shores or waters of the British Provinces or for intercourse with their people. It is therefore no undue expansion of the scope of that Convention to interpret strictly those of its provisions by which such access is denied, except to vessels requiring it for the purposes specifically described.

Such an undue expansion would, upon the other hand, certainly take place, if, under cover of its provisions, or of any agreements relating to general commercial intercourse which may have since been made, permission were accorded to United States' fishermen to resort habitually to the harbours of the Dominion, not for the sake of seeking safety for their vessels or for avoiding risk of human life, but in order to use these harbours as a general base of operations from which to prosecute and organize with greater advantage to themselves the industry in which they are engaged. It was in order to guard against such an abuse of the provisions of the treaty that amongst them was included the stipulation that not only should the inshore fisheries be reserved to British fishermen but that the United States should renounce the right of their fishermen to enter the bays or harbours, excepting for the four specified purposes, which do not include the purchase of bait or other appliances, whether intended for the deep sea fisheries or not.

The undersigned, therefore, cannot concur in Mr. Bayard's contention that "to prevent the purchase of bait or any other supply needed for deep sea fishing would be to expand the Convention to objects wholly beyond the purview, scope and intent of the treaty," and "to give to it an effect never contemplated."

Mr. Bayard suggests that the possession by a fishing vessel of a permit to "touch and trade" should give her a right to enter Canadian ports, for other than the purposes named in the treaty, or, in other words, should give her perfect immunity from its provisions.

This must amount to a practical repeal of the treaty, because it would enable a United States' Collector of Customs by issuing a license originally intended for purposes of domestic Customs regulation to give exemption from the treaty to every United States' fishing vessel. The observation that similar vessels under the British flag have the right to enter the ports of the United States for the purchase of supplies, loses its force when it is remembered that the Convention of 1818 contained no restrictions on British vessels, and no renunciation of any privileges in regard to them.

Mr. Bayard states that in the proceedings prior to the Treaty of 1818 the British Commissioners proposed that United States' fishing vessels should be excluded "from carrying also merchandize," but that their proposition "being resisted by the American negotiators, was abandoned"; and goes on to say: "this fact would seem clearly to indicate that the business of fishing did not then, and does not now, disqualify vessels from also trading in the regular ports of entry." A reference to the proceedings alluded to will show that the proposition mentioned related only to United States vessels visiting those portions of the coasts of Labrador and Newfoundland on which the United States' fishermen had been granted the right to fish and to land for drying and curing fish, and the rejection of the proposal can at the utmost be supposed only to indicate that the liberty to carry merchandize might exist without objection in relation to these coasts, and is no ground for supposing that the right extends to the regular ports of entry, against the express words of the treaty.

The proposition of the British negotiators was to append to Art. 1 the following words: "It is therefore well understood that the liberty of taking, drying and curing fish, granted in the preceding part of this article, shall not be construed to extend to any privilege of carrying on trade with any of His Britannic Majesty's subjects residing within the limits hereinbefore assigned for the use of the fishermen of the United States."

It was also proposed to limit them to having on board such goods as might "be necessary for the prosecution of the fishery or the support of the fishermen while engaged therein, or in the prosecution of their voyages to and from the fishing grounds."

To this the American negotiators objected on the ground that the search for contraband goods and the liability to seizure for having them in possession would expose the fishermen to endless vexation, and in consequence the proposal was abandoned. It is apparent, therefore, that this proviso in no way referred to the bays or harbours outside of the limits assigned to the American fishermen, from which bays and harbours it was agreed, both before and after this proposition was discussed, that United States' fishing vessels were to be excluded for all purposes except than for shelter and repairs and purchasing wood and obtaining water.

If, however, weight is to be given to Mr. Bayard's argument that the rejection of a proposition advanced by either side during the course of the negotiations, should be held to necessitate an interpretation adverse to the tenor of such proposition, that argument may certainly be held to prove that American fishing vessels were not intended to have the right to enter Canadian waters for bait to be used even in the prosecution of the deep sea fisheries. The United States' negotiators in 1818, made the proposition that the words, "and bait" be added to the emuneration of the objects for which their fishermen might be allowed to enter and the proviso as first submitted had read: "Provided, however, that American fishermen shall be permitted to enter such bays and harbours for the purpose only of obtaining shelter, wood, water and bait." The addition of the two last words was, however, resisted by the British Plenipotentiaries and their omission acquiesced in by their American colleagues. It is moreover to be observed that this proposition could only have had reference to the deep sea fishing, because the inshore fisheries had already been specifically renounced by the representatives of the United States.

In addition to this evidence it must be remembered that the United States' Government admitted in the case submitted by them before the Halifax Commission in 1877, that neither the Convention of 1818 nor the treaty of Washington conferred any right or privilege of trading on American fishermen. The British case claimed compensation for the privilege which had been given since the ratification of the latter treaty to United States' fishing vessels to transfer cargoes, to outfit vessels, buy supplies, obtain ice, engage sailors, procure bait and traffic generally in British ports and harbours.

This claim was however successfully resisted, and in the United States case it is maintained: That the various incidental and reciprocal advantages of the treaty, such as the privileges of traffic, purchasing bait and other supplies, are not the subject of compensation, because the Treaty of Washington confers no such rights on the inhabitants of the United States, who now enjoy them merely by sufferance, and who can at any time be deprived of

them by the enforcement of existing laws or the re-enactment of former oppressive statutes. Moreover the treaty does not provide for any possible compensation for such privileges.

Now the existing laws referred to in this extract are the various statutes passed by the Imperial and Colonial Legislatures to give effect to the Treaty of 1818, which it is admitted in the said case could at any time have been enforced (even during the existence of the Washington Treaty) if the Canadian authorities had chosen to do so.

Mr. Bayard on more than one occasion intimates that the interpretation of the treaty and its enforcement are dictated by local and hostile feelings, and that the main question is being obscured by partisan advocacy and disturbed by the heat of local interest," and in conclusion expresses a hope that "ordinary commercial intercourse shall not be interrupted by harsh measures and unfriendly administration."

The undersigned desires emphatically to state that it is not the wish of the Government or the people of Canada to interrupt for a moment the most friendly and free commercial intercourse with the neighbouring Republic.

The mercantile vessels and the commerce of the United States have at present exactly the same freedom that they have for years passed enjoyed in Canada, and the disposition of the Canadian Government is to extend reciprocal trade with the United States beyond its present limits, nor can it be admitted that the charge of local prejudice or hostile feeling is justified by the calm enforcement, through the legal tribunals of the country of the plain terms of a treaty between Great Britain and the United States and of the Statutes which have been in operation for nearly seventy years excepting in intervals during which (until put an end to by the United States Government) special and more liberal provisions existed in relation to the commerce and fisheries of the two countries.

The undersigned has further to call attention to the letter of Mr. Bayard of the 20th May, relating also to the seizure of the "David J. Adams" in the port of Digby, Nova Scotia.

That vessel was seized, as has been explained on a previous occasion, by the commander of the Canadian steamer "Lansdowne," under the following circumstances: -

She was a United States' fishing vessel and entered the harbour of Digby for purposes other than those for which entry is permitted by the treaty and by the Imperial and Canadian Statutes.

As soon as practicable, legal process was obtained from the Vice-Admiralty Court at Halifax, and the vessel was delivered to the officer of that Court. The paper referred to in Mr. Bayard's letter as having been nailed to her mast, was doubtless a copy of the warrant which commanded the Marshall or his deputy to make the arrest.

The undersigned is informed there was no intention whatever of so adjusting the paper that its contents could not be read, but it is doubtless correct that the officer of the Court in charge declined to allow the document to be removed. Both the United States' Consul General and the captain of the "David J. Adams" were made acquainted with the reasons for the seizure, and the only ground for the statement that a respectful application to ascertain the nature of the complaint was fruitless, was that the commander of the "Lansdowne," after the nature of the complaint had been stated to those concerned, and was published and had become notorious to the people of both countries, declined to give the United States' Consul General a specific and precise statement of the charges upon which the vessel would be proceeded against, but referred him to his superior.

Such conduct on the part of the officer of the "Lansdowne" can hardly be said to have been "extraordinary" under the present circumstances.

The legal proceedings had at that time been commenced in the Court of Vice-Admiralty at Halifax where the United States' Consul General resides, and the officer at Digby could not have stated with precision, as he was called upon to do, the grounds on which the intervention of the Court had been claimed in the proceedings therein.

There was not in this instance the slightest difficulty in the United States' Consul General and those interested in the vessel obtaining the fullest information, and no information which could have been given by those to whom they applied was withheld.

Apart from the general knowledge of the offences which it was claimed the master had committed, and which was furnished at the time of the seizure, the most technical and precise details were readily obtainable at the registry of the Court and from the solicitors for the Crown, and would have been furnished immediately on application to the authority to whom the commander of the "Lansdowne" requested the United States' Consul General to apply. No such information could have been obtained from the paper attached to the vessel's mast.

Instructions have, however, been given to the Commander of the "Lansdowne" and other officers of the Marine Police that in the event of any further seizures a statement in writing shall be given to the master of the seized vessel of the offences for which the vessel may be detained, and that a copy thereof shall be sent to the United States' Consul General at Halifax, and to the nearest United States' Consular Agent, and there can be no objection to the solicitor for the Crown being instructed likewise to furnish the Consul

General with a copy of the legal process in such case, if it can be supposed that any fuller information will thereby be given.

Mr. Bayard is correct in his statement of the reasons for which the "David J. Adams" was seized and is now held. It is claimed that that vessel violated the Treaty of 1818, and consequently the Statutes which exist for the enforcement of that Treaty, and it is also claimed that she violated the Customs laws of 1883.

The undersigned recommends that copies of these Statutes be furnished for the information of Mr. Bayard.

Mr. Bayard has in the same despatch recalled the attention of Her Majesty's Minister to the correspondence and action which took place in the year 1870, when the Fishery Question was under consideration, and especially to the instructions from the Lords of the Admiralty to Vice Admiral Wellesley, in which that officer, was directed to observe great caution in the arrest of American fishermen and to confine his action to one class of offences against the Treaty. Mr. Bayard, however, appears to have attached unwarranted importance to the correspondence and instructions of 1870 when he refers to them as implying an "understanding between the two Governments;" an understanding which should, in his opinion, at other times and under other circumstances, govern the conduct of the authorities, whether Imperial or Colonial, to whom under the laws of the Empire, is committed the duty of enforcing the Treaty in question.

When, therefore, Mr. Bayard points out the "absolute and instant necessity that now exists for a restriction of the seizure of American vessels charged with violations of the Treaty of 1818," to the conditions specified under these instructions it is necessary to recall the fact that in the year 1870 the principal cause of complaint on the part of Canadian fishermen was that the American vessels were trespassing on the inshore fishing grounds and interfering with the catch of mackerel in Canadian waters, the purchase of bait being then a matter of secondary importance.

It is probable that the action of the Imperial Government was influenced very largely by the prospect which then existed of an arrangement such as was accomplished in the following year by the Treaty of Washington, and that it may be inferred, in view of the disposition made apparent on both sides to arrive at such an understanding, that the Imperial authorities, without any surrender of Imperial or Colonial rights, and without acquiescing in any limited construction of the Treaty, instructed the Vice-Admiral to confine his seizures to the more open and injurious class of offences which were especially likely to be brought within the cognizance of the naval officers of the Imperial service.

The Canadian Government, as has already been stated, for six months left its fishing grounds open to American fishermen, without any corresponding advantage in return, in order to prevent loss to those fishermen and to afford time for the action of Congress on the President's recommendation that a joint commission should be appointed to consider the whole question relating to the fisheries.

That recommendation has been rejected by Congress. Canadian fish is, by prohibitory duties, excluded from the United States' market. The American fishermen clamour against the removal of these duties, and in order to maintain a monopoly of the trade, continue against all law to force themselves into our waters and harbours and make our shores their base for supplies, especially of bait, which is necessary to the successful prosecution of their business.

They hope by this course to supply the demand for their home market, and thus to make Canada indirectly the means of injuring her own trade.

It is surely, therefore, not unreasonable that Canada should insist on the rights secured to her by Treaty. She is simply acting on the defensive, and no trouble can arise between the two countries if American fishermen will only recognize the provisions of the Convention of 1818 as obligatory upon them, and, until a new arrangement is made, abstain both from fishing in her waters and from visiting her bays and harbours for any purposes save those specified in the Treaty.

In conclusion the undersigned would express the hope that the discussion which has arisen in this question may lead to renewed negotiations between Great Britain and the United States and may have the result of establishing extended trade relations between the Republic and Canada, and of removing all sources of irritation between the two countries.

(Sd.)

GEORGE E. FOSTER,
Minister of Marine and Fisheries.

No. 95.

From Lord Lansdowne to Earl Granville.

[No. 204.]

CASAPEDIA, 18th June, 1886.

MY LORD,—I have the honour to forward herewith for Your Lordship's information a copy of the amended Customs circular No. 371, issued under the authority of the Government of Canada to the Collectors of Customs throughout the Dominion.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE, K. G.

[Enclosure No. 1.]

Circular No. 371.

CUSTOMS DEPARTMENT,

OTTAWA, 7th May, 1886.

SIR,—The Government of the United States having by notice terminated Articles 18 to 25, both inclusive, and Article 30, known as the Fishery Articles of the Washington Treaty, attention is called to the following provision of the Convention between the United States and Great Britain, signed at London, on the 20th October, 1818:—

Article 1st. "Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof, to take, dry and cure fish, on certain coasts, bays, harbours and creeks, of His Britannic Majesty's Dominion, in America, it is agreed between the high Contracting Parties, that the inhabitants of the said United States shall have, forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the Southern coast of Newfoundland which extends from Cape Ray to the Rameau Island, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours and creeks, from Mount Joly, on the southern coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty, forever, to dry and cure fish in any of the unsettled bays, harbours and creeks of the southern part of the coast of Newfoundland here above described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose, with the inhabitants, proprietors, or possessors of the ground."

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry or cure fish, on or within three marine miles, of any of the coasts, bays, creeks or harbours of His Britannic Majesty's dominions in America, not included within the above mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbours, for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any manner whatever abusing the privileges hereby reserved to them."

Attention is also called to the following provisions of the Act of the Parliament of Canada, Cap. 61, of the Acts of 1868, intituled: "An Act respecting fishing by foreign vessels."

2nd. "Any commissioned officer of Her Majesty's Navy, serving on board of any vessel of Her Majesty's Navy, cruising and being in the waters of Canada for the purpose of affording protection to Her Majesty's subjects engaged in the fisheries, or any commissioned officer of Her Majesty's Navy, Fishery Officer, or Stipendiary Magistrate on board of any vessel belonging to or in the service of the Government of Canada and employed in the service of protecting the fisheries or any officer of the Customs of Canada, Sheriff, Magistrate or other person duly commissioned for that purpose, may go on board of any ship, vessel or boat, within any harbour in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creek or harbours in Canada, and stay on board so long as she may remain within such place or distance."

3rd. "If such ship, vessel or boat be bound elsewhere, and shall continue within such harbour, or so hovering for twenty-four hours after the master shall have been required to depart, any one of such officers or persons as are above mentioned may bring such ship, vessel or boat into port and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command shall not truly answer the questions put to him in such examination, he shall forfeit four hundred dollars; and if such ship, vessel or boat be foreign, or not navigated according to the laws of the United Kingdom or of Canada, and have been found fishing, or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks or harbours of Canada, not included within the above mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel or boat under the first section of this Act, such ship, vessel or boat, and the tackle, rigging, apparel, furniture, stores and cargo thereof shall be forfeited."

4th. "All goods, ships, vessels and boats, and the tackle, rigging, apparel, furniture, stores and cargo liable to forfeiture under this Act, may be seized and secured by any officers or persons mentioned in the second section of this Act; and every person opposing any officer or person in the execution of his duty under this Act, or aiding or abetting any other person in any opposition, shall forfeit eight hundred dollars, and shall be guilty of a misdemeanor, and upon conviction be liable to imprisonment for a term not exceeding two years."

Having reference to the above, you are requested to furnish any foreign fishing vessels, boats or fishermen found within three marine miles of the shore, within your district, with a printed copy of the "WARNING" enclosed herewith. If any fishing vessel or boat of the United States is found fishing, or to have been fishing, or preparing to fish, or if hovering within the three mile limit, does not depart within twenty-four hours after receiving such "WARNING," you will please place an Officer on board such vessel, and at once telegraph the facts to the Fisheries Department at Ottawa, and await instructions.

(Sd.)

J. JOHNSON,
Commissioner of Customs.

(Telegram.)

No. 96.

From Sir Lionel West to Governor General.

17th June.

Please inform me whether the reply is authentic which appeared in the "Herald" of the 16th June as having been made by the Minister of Fisheries to a firm in Portland, State of Maine.

(Sd.)

WEST.

(Telegram.)

No. 97.

Lord Lansdowne to Sir L. West.

19th June, 1886.

The letter in the "Herald" is authentic, but the text has been given inaccurately. Reference was made only to fishing vessels.

(Sd.)

LANDSDOWNE.

(Telegram.)

No. 9².*Earl Granville to Lord Lansdowne.*

24th June, 1886.

The United States' Government raise question whether seizure of "David J. Adams" was justified by existing legislation, whether Imperial or Colonial, passed in order to enforce Art. I., Convention of 1818, or warranted by any other laws relative to Customs or otherwise. Her Majesty's Government anxious for reply from Dominion Government on this point.

(Sd.)

SECRETARY OF STATE.

(Telegram.)

No. 99.

Lord Granville to Lord Lansdowne.

24th June, 1886.

"Annie M. Jordan"—send report in case of.

(Sd.) SECRETARY OF STATE.

No. 100.

Colonial Office to the Governor General.

DOWNING STREET, 24th June, 1886.

MY LORD,—With reference to Your Lordship's despatch of the 31st ultimo, and to my telegram of to-day's date, respecting the North American Fisheries question, I have the honour to transmit to you, for communication to your Government, copy of a letter from the Foreign Office on the subject.

I have, &c.,

(Sd.) R. H. MEADE,
for the Secretary of State.

His Excellency

THE GOVERNOR GENERAL.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 14th June, 1886.

SIR,—I am directed by the Earl of Rosebery to transmit to you, to be laid before Earl Granville, a copy of a note from the United States' Minister at this Court, containing representations respecting the recent seizures of American Fishing Vessels in Canadian Ports, and I am to state that His Lordship has referred this communication, as well as Mr. Bayard's note enclosed in Sir L. West's despatch Treaty No. 28 of the 11th ultimo, to the Law Officers of the Crown for any observations they may have to offer in anticipation of the detailed exposition of the views of the Canadian Government which Lord Rosebery hopes may now be received before long.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure in No. 2.]

Mr. Phelps to the Earl of Rosebery. (Received June 7.)

LEGATION OF THE UNITED STATES, LONDON, 2nd June, 1886.

MY LORD,—Since the conversation I had the honour to hold with your Lordship on the morning of the 29th ultimo, I have received from my Government a copy of the Report of the Consul General of the United States at Halifax, giving full details and depositions relative to the seizure of the "David J. Adams," and the correspondence between the Consul General and the Colonial authorities in reference thereto.

The report of the Consul General, and the evidence annexed to it, appear fully to sustain the points I submitted to Your Lordship in the interview above referred to, touching the seizure of this vessel by the Canadian officials.

I do not understand it to be claimed by the Canadian authorities that the vessel seized had been engaged, or was intending to engage, in fishing within any limit prohibited by the Treaty of 1818. The occupation of the vessel was exclusively deep sea fishing, a business in

which it had a perfect right to be employed. The ground upon which the capture was made was that the master of the vessel had purchased of an inhabitant of Nova Scotia, near the port of Digby in that Province, a day or two before, a small quantity of bait to be used in fishing in the deep sea, outside the three-mile limit.

The question presented is whether under the terms of the Treaty, and the construction placed upon them in practice for many years by the British Government, and in view of the existing relations between the United States and Great Britain, that transaction affords a sufficient reason for making such a seizure, and for proceeding under it to the confiscation of the vessel and its contents.

I am not unaware that the Canadian authorities, conscious, apparently, that the affirmative of this proposition could not easily be maintained, deemed it advisable to supplement it with a charge against the vessel of a violation of the Canadian Customs Act of 1883, in not reporting her arrival at Digby to the Customs officer. But this charge is not the one on which the vessel was seized, or which must now be principally relied on for its condemnation, and standing alone could hardly, even if well founded, be the source of any serious controversy. It would be at most, under the circumstances, only an accidental and purely technical breach of a Custom-house Regulations, by which no harm was intended, and from which no harm came, and would, in ordinary cases, be easily condoned by an apology, and perhaps the payment of costs.

But trivial as it is, this charge does not appear to be well founded in point of fact. Digby is a small fishing settlement, and its harbour not defined. The vessel had moved about and anchored in the outer part of the harbour, having no business at or communication with Digby, and no reason for reporting to the officer of Customs.

It appears by the Report of the Consul-General to be conceded by the Customs authorities there, that fishing vessels have for forty years been accustomed to go in and out of the bay at pleasure, and have never been required to send ashore and report when they had no business with the port, and made no landing, and that no seizure had ever before been made or claimed against them for so doing.

Can it be reasonably insisted under these circumstances that by the sudden adoption, without notice, of a new rule, a vessel of a friendly nation should be seized and forfeited for doing what all similar vessels had for so long a period been allowed to do without question?

It is sufficiently evident that the claim of a violation of the Customs Act was an afterthought brought forward to give whatever added strength it might to the principal claim on which the seizure had been made.

Recurring, then, to the only real question in the case, whether the vessel is to be forfeited for purchasing bait of an inhabitant of Nova Scotia to be used in lawful fishing, it may be readily admitted that, if the language of the Treaty of 1818 is to be interpreted literally, rather than according to its spirit and plain intent, a vessel engaged in fishing would be prohibited from entering a Canadian port "for any purpose whatever," except to obtain wood or water, to repair damages, or to seek shelter. Whether it would be liable to the extreme penalty of confiscation for a breach of this prohibition, in a trifling and harmless instance, might be quite another question.

Such a literal construction is best refuted by considering its preposterous consequences. If a vessel enters a port to post a letter, or send a telegram, or buy a newspaper, to obtain a physician in case of illness, or a surgeon in case of accident, to land or bring off a passenger, or even to lend assistance to the inhabitants in fire, flood, or pestilence, it would, upon this construction, be held to violate the Treaty stipulations maintained between two enlightened, maritime, and most friendly nations, whose ports are freely open to each other in all other places and under all other circumstances. If a vessel is not engaged in fishing, she may enter all ports. But if employed in fishing not denied to be lawful, she is excluded, though on the most innocent errand. She may buy water, but not food or medicine; wood, but not coal. She may repair rigging, but not purchase a new rope, though the inhabitants are desirous to sell it. If she even entered the port (having no other business) to report herself to the Custom House, as the vessel in question is now seized for not doing, she would be equally within the interdiction of the Treaty. If it be said these are extreme instances of violation of the Treaty, not likely to be insisted on, I reply that no one of them is more extreme than the one relied upon in this case.

I am persuaded that your Lordship will, upon reflection, concur with me that an intention so narrow, and in its results so unreasonable and so unfair, is not to be attributed to the High Contracting Parties who entered into this Treaty.

It seems to me clear that the Treaty must be construed in accordance with those ordinary and well-settled rules applicable to all written instruments, which, without such salutary assistance, must constantly fail of their purpose. By these rules the letter often gives way to the intent, or, rather, is only used to ascertain the intent. The whole document will be taken together, and will be considered in connection with the attendant circumstances, the situa-

tion of the parties, and the object in view. And thus the literal meaning of an isolated clause is often shown not to be the meaning really understood or intended.

Upon these principles of construction, the meaning of the clause in question does not seem doubtful. It is a Treaty of friendship, and not of hostility. Its object was to define and protect the relative rights of the people of the two countries in these fisheries, not to establish a system of non-intercourse, or the means of mutual and unnecessary annoyance. It should be judged in view of the general rules of international comity, and of maritime intercourse and usage, and its restrictions considered in the light of the purposes they were designed to serve.

Thus regarded, it appears to me clear that the words, "for no other purpose whatever," as employed in the Treaty, mean no other purposes inconsistent with the provisions of the Treaty, or prejudicial to the interest of the provinces or their inhabitants, and were not intended to prevent the entry of American fishing vessels into Canadian ports for innocent and mutually beneficial purposes, or unnecessarily to restrict the free and friendly intercourse customary between all civilized maritime nations, and especially between the United States and Great Britain. Such, I cannot but believe, is the construction that would be placed upon this Treaty by an enlightened Court of Justice.

But even were it conceded that if the treaty was a private contract instead of an international one, a court, in dealing with an action upon it, might find itself hampered by the letter from giving effect to the intent, that would not be decisive of the present case.

The interpretation of treaties between nations in their intercourse with each other proceeds upon broader and higher considerations. The question is not what is the technical effect of the words, but what is the construction most consonant to the dignity, the just interests, and the friendly relations of the sovereign powers. I submit to your Lordship that a construction so harsh, so unfriendly, so unnecessary, and so irritating as that set up by the Canadian authorities is not such as Her Majesty's Government has been accustomed either to accord or to submit to. It would find no precedent in the history of British diplomacy, and no provocation in any action or assertion of the Government of the United States.

These views derive great if not conclusive force from the action of the British Parliament on the subject, adopted very soon after the Treaty of 1818 took effect, and continued without change to the present time. An Act of Parliament (59 Geo. III, cap. 34) was passed on the 14th June, 1819, to provide for carrying into effect the provisions of the treaty. After reciting the terms of the treaty, it enacts (in substance) that it shall be lawful for His Majesty, by Orders in Council, to make such regulations and to give such directions, orders, and instructions to the Governor of Newfoundland, or to any officer or officers in that station, or to any other persons, "as shall or may be from time to time deemed proper and necessary for the carrying into effect the purposes of said convention with relation to the taking, drying, and curing of fish by inhabitants of the United States of America, in common with British subjects, within the limits set forth in the aforesaid convention."

It further enacts that any foreign vessel engaged in fishing or preparing to fish within three marine miles of the coast (not authorized to do so by treaty) shall be seized or forfeited upon prosecution in the proper court.

It further provides as follows:—

"That it shall and may be lawful for any fisherman of the said United States to enter into any such bays or harbours of His Britannic Majesty's dominions in America as are last mentioned, for the purpose of shelter and repairing damages therein, and of purchasing wood and of obtaining water, and for no other purpose whatever; subject, nevertheless, to such restrictions as may be necessary to prevent such fishermen of the said United States from taking, drying, or curing fish in the said bays or harbours, or in any other manner whatever abusing the said privileges by the said treaty and this Act reserved to them, and as shall for that purpose be imposed by any Order or Orders to be from time to time made by His Majesty in Council under the authority of this Act; and by any regulations which shall be issued by the Governor, or person exercising the office of Governor, in any such parts of His Majesty's dominions in America, under or in pursuance of any such Order in Council as aforesaid."

It further enacts as follows:—

"That if any person or persons, upon requisition made by the Governor of Newfoundland, or the person exercising the office of Governor, or by any Governor or person exercising the office of Governor in any other parts of His Majesty's dominions in America as aforesaid, or by any officer or officers acting under such Governor or person exercising the office of Governor, in the execution of any orders or instructions from His Majesty in Council, shall refuse to depart from such bays or harbours; or if any person or persons shall refuse or neglect to conform to any regulations or directions which shall be made or given for the execution of any of the purposes of this Act; every such person so refusing, or otherwise offending against this Act, shall forfeit the sum of £200, to be recovered," &c.

It will be perceived from these extracts, and still more clearly from a perusal of the entire Act, that while reciting the language of the treaty in respect to the purposes for which Ameri-

can fishermen may enter British ports, it provides no forfeiture or penalty for any such entry, unless accompanied either (1) by fishing, or preparing to fish, within the prohibited limits; or (2) by the infringement of restrictions that may be imposed by Orders in Council to prevent such fishing, or the drying or curing of fish, or the abuse of privileges reserved by the treaty; or (3) by a refusal to depart from the bays or harbours upon proper requisition.

It thus plainly appears that it was not the intention of Parliament, nor its understanding of the treaty, that any other entry by an American fishing vessel into a British port should be regarded as an infraction of its provisions, or as affording the basis of proceedings against it.

No other Act of Parliament for the carrying out of this treaty has ever been passed. It is unnecessary to point out that it is not in the power of the Canadian Parliament to enlarge or alter the provisions of the Act of the Imperial Parliament, or to give to the treaty either a construction or a legal effect not warranted by that Act.

But until the effort which I am informed is now in progress in the Canadian Parliament for the passage of a new Act on this subject, introduced since the seizures under consideration, I do not understand that any statute has ever been enacted in that Parliament which attempts to give any different construction or effect to the treaty from that given by the Act of 59 George III.

The only Provincial Statutes which, in the proceedings against the "David J. Adams," that vessel has thus far been charged with infringing are the Colonial Acts of 1868, 1870, and 1883. It is therefore fair to presume that there are no other Colonial Acts applicable to the case, and I know of none.

The Act of 1868, among other provisions not material to this discussion, provides for a forfeiture of foreign vessels "found fishing, or preparing to fish, or to have been fishing in British waters within three marine miles of the coast;" and also provides a penalty of \$400 against a master of a foreign vessel within the harbour who shall fail to answer questions put in an examination by the authorities. No other Act is, by this statute, declared to be illegal, and no other penalty or forfeiture is provided for.

The very extraordinary provisions in this statute for facilitating forfeitures, and embarrassing defence against or appeal from them, not material to the present case, would, on a proper occasion, deserve very serious attention.

The Act of 1870 is an amendment of the Act just referred to, and adds nothing to it affecting the present case.

The Act of 1883 has no application to the case, except upon the point of the omission of the vessel to report to the Customs Officer, already considered.

It results, therefore, that, at the time of the seizure of the "David J. Adams" and other vessels, there was no Act whatever, either of the British or Colonial Parliaments, which made the purchase of bait by those vessels illegal or provided for any forfeiture, penalty, or proceedings against them for such transaction. And even if such purchase could be regarded as a violation of that clause of the treaty which is relied on, no law existed under which the seizure could be justified. It will not be contended that Custom House authorities or colonial courts can seize and condemn vessels for a breach of the stipulations of a treaty, when no legislation exists which authorizes them to take cognizance of the subject, or invests them with any jurisdiction in the premises. Of this obvious conclusion the Canadian authorities seem to be quite aware. I am informed that since the seizures they have pressed, or are pressing, through the Canadian Parliament in much haste an Act which is designed, for the first time in the history of the legislation under this treaty, to make the facts upon which the American vessels have been seized illegal, and to authorize proceedings against them therefor.

What the effect of such an Act will be in enlarging the provisions of an existing treaty between the United States and Great Britain need not be considered here. The question under discussion depends upon the treaty, and upon such legislation, warranted by the treaty, as existed when the seizures took place.

The practical construction given to the treaty down to the present time has been in entire accord with the conclusions thus deduced from the Act of Parliament. The British Government has repeatedly refused to allow interference with American fishing vessels, unless for illegal fishing, and has given explicit orders to the contrary.

On the 26th May, 1870, Mr. Thornton, the British Minister at Washington, communicated officially to the Secretary of State of the United States copies of the orders addressed by the British Admiralty to Admiral Wellesley, commanding Her Majesty's naval forces on the North American Station, and of a letter from the Colonial Department to the Foreign Office, in order that the Secretary might "see the nature of the instructions to be given to Her Majesty's and the Canadian officers employed in maintaining order at the fisheries in the neighbourhood of the coasts of Canada." Among the documents thus transmitted is a letter from the Foreign Office to the Secretary of the Admiralty, in which the following language is contained:—

"The Canadian Government has recently determined, with the concurrence of Her Majesty's Ministers, to increase the stringency of the existing practice of dispensing with the warnings hitherto given, and seizing at once any vessel detected in violating the law.

"In view of this change, and of the questions to which it may give rise, I am directed by Lord Granville to request that you will move their Lordships to instruct the officers of Her Majesty's ships employed in the protection of the fisheries that they are not to seize any vessel unless it is evident, and can be clearly proved, that the offence of fishing has been committed, and the vessel itself captured, within three miles of land."

In the letter from the Lords of the Admiralty to Vice-Admiral Wellesley of the 5th May, 1870, in accordance with the foregoing request, and transmitting the letter above quoted from, there occurs the following language:—

"My Lords desire me to remind you of the extreme importance of Commanding Officers of the ships selected to protect the fisheries exercising the utmost discretion in carrying out their instructions, paying special attention to Lord Granville's observation, that no vessel should be seized unless it is evident, and can be clearly proved, that the offence of fishing has been committed, and that the vessel is captured within three miles of land."

Lord Granville, in transmitting to Sir John Young the aforesaid instructions, makes use of the following language:—

"Her Majesty's Government do not doubt that your Ministers will agree with them as to the propriety of these instructions, and will give corresponding instructions to the vessels employed by them."

These instructions were again officially stated by the British Minister at Washington, to the Secretary of State of the United States, in a letter dated the 11th June, 1870.

Again, in February, 1871, Lord Kimberley, Colonial Secretary, wrote to the Governor General of Canada as follows:—

"The exclusion of American fishermen from resorting to Canadian ports, except for the purpose of shelter, and of repairing damages therein, purchasing wood, and of obtaining water, might be warranted by the letter of the Treaty of 1818, and by the terms of the Imperial Act 59 Geo. III. cap. 38; but Her Majesty's Government feel bound to state that it seems to them an extreme measure, inconsistent with the general policy of the Empire, and they are disposed to concede this point to the United States Government, under such restrictions as may be necessary to prevent smuggling, and to guard against any substantial invasion of the exclusive rights of fishing which may be reserved to British subjects."

And in a subsequent letter from the same source to the Governor General, the following language is used:—

"I think it right, however, to add that the responsibility of determining what is the true construction of a Treaty made by Her Majesty with any foreign Power must remain with Her Majesty's Government, and that the degree to which this country would make itself a party to the strict enforcement of the Treaty rights may depend not only on the literal construction of the Treaty, but on the moderation and reasonableness with which these rights are asserted."

I am not aware that any modification of these instructions, or any different rule from that therein contained, has ever been adopted or sanctioned by Her Majesty's Government.

Judicial authority upon this question is to the same effect. That the purchase of bait by American fishermen in the provincial ports has been a common practice is well known, but in no case, so far as I can ascertain, has a seizure of an American vessel ever been enforced on the ground of the purchase of bait, or of any other supplies. On the hearing before the Halifax Fisheries Commission in 1877-78 this question was discussed, and no case could be produced of any such condemnation. Vessels shown to have been condemned were in all cases adjudged guilty either of fishing, or preparing to fish, within the prohibited limit.

And in the case of the "White Fawn," tried in the Admiralty Court at New Brunswick before Judge Hazen in 1870, I understand it to have been distinctly held that the purchase of bait, unless proved to have been in preparation for illegal fishing, was not a violation of the Treaty nor of any existing law, and afforded no ground for proceedings against the vessel.

But even were it possible to justify on the part of the Canadian authorities the adoption of a construction of the Treaty entirely different from that which has always heretofore prevailed, and to declare those acts criminal which have hitherto been regarded as innocent, upon obvious grounds of reason and justice, and upon common principles of comity to the United States' Government, previous notice should have been given to it or to the American fishermen of the new and stringent restrictions it was intended to enforce.

If it was the intention of Her Majesty's Government to recall the instructions which I have shown had been previously and so explicitly given relative to interference with American vessels, surely notice should have been given accordingly.

The United States have just reason to complain, even if these restrictions could be justified by the Treaty, or by the Acts of Parliament passed to carry it into effect, that they should be enforced in so harsh and unfriendly a manner, without notice to the Government of the change of policy, or to the fishermen of the new danger to which they were thus exposed.

In any view, therefore, which it seems to me can be taken of this question, I feel justified in pronouncing the action of the Canadian authorities in seizing and still retaining the "David J. Adams" to be not only unfriendly and discourteous, but altogether unwarrantable.

The seizure was much aggravated by the manner in which it was carried into effect. It appears that four several visitations and searches of the vessel were made by boats from the Canadian steamer "Lansdowne" in Annapolis Basin, Nova Scotia. The "Adams" was finally taken into custody, and carried out of the Province of Nova Scotia across the Bay of Fundy and into the port of St. John, New Brunswick; and, without explanation or warning, on the following Monday, the 10th May, taken back by an armed crew to Digby, in Nova Scotia. That, in Digby, the paper alleged to be the legal precept for the capture and detention of the vessel was nailed to her mast in such manner as to prevent its contents being read, and the request of the Captain of the "David J. Adams," and of the United States' Consul General, to be allowed to detach the writ from the mast, for the purpose of learning its contents, was positively refused by the provincial official in charge. Nor was the United States' Consul General able to learn from the Commander of the "Lansdowne" the nature of the complaint against the vessel, and his respectful application to that effect was fruitless.

From all the circumstances attending this case, and other recent cases like it, it seems to me very apparent that the seizure was not made, for the purpose of enforcing any right or redressing any wrong. As I have before remarked, it is not pretended that the vessel had been engaged in fishing, or was intended to fish, in the prohibited waters, or that it had done, or was intending to do, any other injurious act. It was proceeding upon its regular and lawful business of fishing in the deep sea. It had received no request, and, of course, could have disregarded no request, to depart, and was in fact departing when seized; nor had its master refused to answer any questions put by the authorities.

It had violated no existing law, and had incurred no penalty that any known statute imposed.

It seems to me impossible to escape the conclusion that this and other similar seizures were made by the Canadian authorities for the deliberate purpose of harassing and embarrassing the American fishing vessels in the pursuit of their lawful employment, and the injury which would have been a serious one if committed under a mistake, is very much aggravated by the motives which appear to have prompted it.

I am instructed by my Government earnestly to protest against these proceedings as wholly unwarranted by the Treaty of 1818, and altogether inconsistent with the friendly relations hitherto existing between the United States and Her Majesty's Government; to request that the "David J. Adams" and the other American fishing vessels now under seizure in Canadian ports be immediately released; and that proper orders may be issued to prevent similar proceedings in the future; and I am also instructed to inform you that the United States will hold Her Majesty's Government responsible for all losses which may be sustained by American citizens in the dispossession of their property growing out of the search, seizure, detention, or sale of their vessels lawfully within the territorial waters of British North America.

The real source of the difficulty that has arisen is well understood. It is to be found in the irritation that has taken place among a portion of the Canadian people on account of the termination, by the United States' Government, of the Treaty of Washington on the 1st July last, whereby fish imported from Canada into the United States, and which, so long as that Treaty remained in force, was admitted free, is now liable to the import duty provided by the General Revenue Laws. And the opinion appears to have gained ground in Canada that the United States may be driven, by harassing and annoying their fishermen, into the adoption of a new Treaty by which Canadian fish shall be admitted free.

It is not necessary to say that this scheme is likely to prove as mistaken in policy as it is indefensible in principle. In terminating the Treaty of Washington the United States were simply exercising a right expressly reserved to both parties by the Treaty itself, and of the exercise of which by either party neither can complain. They will not be coerced by wanton injury into the making of a new one. Nor would a negotiation that had its origin in mutual irritation be promising of success. The question now is not what fresh Treaty may or might be desirable, but what is the true and just construction, as between the two nations, of the Treaty that already exists.

The Government of the United States, approaching this question in the most friendly spirit, cannot doubt that it will be met by Her Majesty's Government in the same spirit, and feels every confidence that the action of Her Majesty's Government in the premises will be

such as to maintain the cordial relations between the two countries that have so long happily prevailed.

I have, &c.,

(Sd.) E. J. PHELPS.

(Telegram.)

No. 101.

Lord Lansdowne to Earl Granville.

26th June, 1886.

Your Lordship's telegrams of the 24th inst. have been received. It was decided by the Vice-Admiralty Court in 1871 that the buying of bait was evidence of preparing to fish. The master of the "D. J. Adams" having purchased bait, that vessel becomes liable under the Imperial Statute of 1819, section 2. There is also a Canadian Statute to the same effect. The master of the "Adams" is also liable to a penalty for entering Canadian waters for a purpose which the Convention of 1818 does not recognize. The vessel is liable also under the Customs Act until the penalty of \$400 for not making proper entry at the Custom House has been paid. Nothing concerning the "Annie M. Jordan" is known here.

(Sd.) LANSDOWNE.

No. 102.

The Governor General to the Minister at Washington.

[No. 67.]

CASCAPEDIA, 30th June, 1886.

SIR,—With reference to your despatches, noted in the margin, forwarding notes from Mr. Bayard, dated 10th and 20th of May last, upon questions arising out of the seizure of American fishing vessels in Canadian territorial waters, I have the honour to transmit herewith, for your information, a copy of a minute of my Privy Council, covering a report by the Minister of Marine and Fisheries upon the notes referred to.

Enclosure No. 1 of No. 94.

I have, &c.,

(Sd.) LANSDOWNE.

The Honourable

Sir L. S. SACKVILLE WEST, K.C.M.G.

(Telegram.)

No. 103.

Earl Granville to Lord Lansdowne.

6th July, 1886.

It is asserted by the United States' Minister that American vessels have been warned by the Collector of Customs at Canso to keep three miles outside a line drawn from Canso to St. Esprit, also outside a similar line extending from North Cape to East Point in Prince Edward Island.

(Sd.) GRANVILLE.

No. 104.

Minister at Washington to Governor General.

[No. 83]

WASHINGTON, 8th July, 1886.

MY LORD,—I have the honour to acknowledge the receipt of Your Excellency's despatch No. 67 of the 30th ultimo, forwarding copy of a report by the Minister of Marine and Fisheries on Mr. Bayard's notes of the 10th and 20th of May last, respecting the seizure of American fishing vessels in Canadian waters.

I have, &c.,

(Sd.)

L. S. S. WEST.

His Excellency

THE GOVERNOR GENERAL.

(Telegram.)

No. 105.

Lord Lansdowne to Earl Granville.

12th July, 1886.

With respect to Your Lordship's telegram of the 6th inst, I have ascertained that no warning was issued by the Collector of Customs at Canso other than the official warning which has been seen by you. In conversation with the master of a fishing vessel the Collector expressed his opinion that the headland line ran from Cranberry Island to St. Esprit, but this was not authorized by my Government in any manner.

(Sd.)

LANSDOWNE.

No. 106.

From Colonial Office to Governor General.

DOWNING STREET, 15th July, 1886.

MY LORD,—I have the honour to acknowledge the receipt of your despatch of the 8th of June last, and to acquaint you that Her Majesty's Government observe with satisfaction the amendments which have been made in the Customs Circular No. 371 and in the warning to be given to the United States' fishing vessels frequenting the waters of Canada.

I have, &c.,

(Sd.)

GRANVILLE.

His Excellency

THE GOVERNOR GENERAL.

No. 107.

Colonial Office to Governor General.

DOWNING STREET, 15th July, 1886.

MY LORD,—With reference to my telegram of the 6th of July and to your telegraphic reply of the 12th instant, relating to warnings alleged to have been given to fishing vessels of the United States by the Collector of Customs at Canso, I have the

honour to transmit to you the accompanying copy of a letter from the Foreign Office with its enclosure on which my telegram was founded.

I should be glad to receive a report from your Government at their early convenience on the subject of these papers.

I have, &c.,

(Sd.)

GRANVILLE.

His Excellency

THE GOVERNOR GENERAL.

[Enclosure No. 1.]

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 30th June, 1886.

SIR,—With reference to my letter of the 19th instant, I am directed by the Secretary of State for Foreign Affairs to transmit to you to be laid before Earl Granville, a copy of a despatch from Her Majesty's Minister at Washington, relative to the headland question in connection with the North American Fisheries.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE
For the Colonies.

[Enclosure No. 2.]

From Foreign Office to Colonial Office.

FOREIGN OFFICE, 30th June, 1886.

SIR,—With reference to your letter of the 26th instant, I am directed by the Earl of Rosebery, to state that His Lordship would be glad if Earl Granville could ascertain whether any instructions have been given by the Canadian Government to Customs Officers on the subject of headland lines which might have given rise to the alleged claims to exclude United States' fishing vessels from the waters covered by lines drawn from Cape Canso to St. Esprit, and from North Cape to East Cape of Prince Edward Island.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE
For the Colonies.

[Enclosure No. 3.]

[TREATY No. 55.]

Sir L. West to Earl Rosebery.

WASHINGTON, 15th June, 1886.

MY LORD,—I have the honour to enclose to Your Lordship, herewith, copy of a note which I have received from the Secretary of State requesting the attention of Her Majesty's Government to certain warnings alleged to have been given to American fishing vessels by the Canadian authorities to keep outside imaginary lines drawn from headlands to headlands, which he characterizes as wholly unwarranted pretensions of extra territorial authority and usurpations of jurisdiction.

I have, &c.,

(Sd.) L. S. S. WEST.

The Right Honourable

The SECRETARY OF STATE

For Foreign Affairs.

[Enclosure No. 4.]

Mr. Bayard to Sir L. West.

WASHINGTON, 14th June, 1886.

SIR,—The Consul General, of the United States, at Halifax, communicates to me the information derived by him from the Collector of Customs at that port, to the effect that American fishing vessels will not be permitted to land fish at that port of entry for transportation, in bond, across the Province.

I have also to inform you that the masters of the American fishing vessels of Gloucester, Mass., "Martha A. Bradley," "Rattler," "Eliza Boynton" and "Pioneer," have severally reported to the Consul General, at Halifax, that the Sub-Collector of Customs, at Canso, had warned them to keep outside an imaginary line drawn from a point three miles outside Canso Head to a point three miles outside St. Esprit, on the Cape Breton coast, a distance of forty miles. This line, for nearly its entire continuance, is distant twelve to twenty-five miles from the coast. The same masters also report that they were warned against going inside an imaginary line drawn from a point three miles outside North Cape, on Prince Edward Island, to a point three miles outside East Point, on the same island, a distance of over one hundred miles, and that this last named line was, for nearly that entire distance, about thirty miles from the shore.

The same authority informed the masters of the vessels referred to that they would not be permitted to enter Bay Chaleur.

Such warnings are, as you must be well aware, wholly unwarranted pretensions of extra-territorial authority and usurpation of jurisdiction by the provincial officers.

It becomes my duty in bringing this information to your notice, to request that if any such orders for interference with the unquestionable rights of the American fishermen to pursue their business without molestation, at any point not within three marine miles of the shores, and within the defined limits as to which renunciation of the liberty to fish was expressed in the Treaty of 1818, may have been issued the same way at once, be revoked as violation of the rights of citizens of the United States under Convention with Great Britain.

I will ask you to bring this subject to the immediate attention of Her Britannic Majesty's Government, to the end that proper remedial orders may be forthwith issued.

It seems most unfortunate and regrettable that questions which have been long since settled between the United States and Great Britain should now be sought to be revived.

I have, &c.,

(Sd.)

T. F. BAYARD.

The Honourable

Sir LIONEL S. SACKVILLE WEST, K.C. M.G.

(Telegram.)

No. 108.

Earl Granville to Lord Lansdowne.

21st July, 1886.

MY LORD,—The Secretary of the United States has made a protest in very strong terms to British Minister against the proceedings in the case of the schooner "City Point," alleged to have been detained at Shelburne for having landed men and obtained water. Send explanation by telegraph as soon as possible.

(Sd.)

GRANVILLE.

(Telegram.)

No. 109.

Lord Lansdowne to Earl Granville.

24th July, 1886.

MY LORD,—Your Lordship's telegram of the 21st July. The United States' fishing schooner "City Point" committed a breach of the Canadian Customs' laws by landing portion of her crew and luggage, and by not reporting to the Customs. She was detained, and, on deposit of \$400, subsequently released.

(Sd.)

LANDSDOWNE.

No. 110.

Earl Granville to Lord Lansdowne.

DOWNING STREET, 28th July, 1886.

MY LORD,—I have the honour to transmit to you, for communication to Your Lordship's Government, a copy of a letter, with its enclosures from the Foreign Office, respecting the case of the United States' schooner "City Point," on which my telegram of the 21st instant was founded.

I have, &c.,

(Sd.) GRANVILLE

Governor General,

The Most Honourable

The MARQUIS OF LANSDOWNE, G.C.M.G.

[Enclosure No. 1.]

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 17th July, 1886.

SIR,—I am directed by the Earl of Rosebery to transmit to you a copy of a despatch from Her Majesty's Minister at Washington, enclosing a copy of a note from Mr. Bayard, in which he protests against the detention of the American schooner "City Point," at Shelburne, Nova Scotia; and I am to request that Earl Granville will instruct the Marquis of Lansdowne, by telegraph, to send home a report on the subject, if possible, by cable.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Sir L. West to the Earl of Rosebery.

[Treaty No. 60.]

WASHINGTON, 3rd July, 1886.

MY LORD,—I have the honour to enclose to Your Lordship, herewith, copy of a further note which I have received from the Secretary of State, reporting the detention of the American schooner "City Point," of Portland (Maine), by the authorities of Nova Scotia.

I have, &c.,

(Sd.) L. S. S. WEST.

The EARL OF ROSEBERY,
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Sir L. S. S. West.

DEPARTMENT OF STATE,

WASHINGTON, 2nd July, 1886.

SIR,—It is my unpleasant duty promptly to communicate to you the telegraphic report to me by the United States' Consul General at Halifax, that the Schooner "City Point," of Portland, Maine, arrived at the Port of Shelburne, Nova Scotia, landed two men, obtained water, and is detained by the authorities until further instructions are received from Ottawa. The case, as thus reported, is an infringement of the ordinary rights of international hospitality, and constitutes a violation of treaty stipulations and commercial privileges, evincing such unfriendliness to the citizens of the United States as is greatly to be deplored, and

which I hold it to be the responsible duty of the Government of Great Britain promptly to correct.

I have, &c.,

(Sd.) T. F. BAYARD.

The Hon. Sir L. S. S. West, K.C.M.G.,
&c., &c., &c.

(Extract.)

No. 111.

Lord Lansdowne to Earl Granville.

[No. 238.]

CITADEL, QUEBEC, 29th July, 1886.

MY LORD,—I have the honour to forward herewith a copy of an approved report of a Committee of the Privy Council in reference to the Act entitled "An Act further to amend the Act respecting fishing by foreign vessels," which was passed at its last session by the Parliament of Canada, and which, as Your Lordship will remember, was reserved by me for the signification of Her Majesty's pleasure thereon.

Your Lordship will observe that for the reasons offered by the Minister of Justice my Government recommends that the attention of Her Majesty's Government may be drawn to the necessity for having the Royal Assent given at as early a day as possible to the Act above referred to.

Your Lordship has already been fully informed of the circumstances under which this Bill was originally introduced, and which are again recurred to in the report now submitted.

I enclose herewith a copy of clause 17 of the Act No. 85 mentioned by the Minister, and I apprehend that there can be no doubt that should the President at any time determine to issue a proclamation such as that contemplated in the clause Canadian vessels would become liable to seizure and forfeiture in consequence of acts for which, as the law now stands, it might not be possible to enforce the same penalties against vessels of the United States.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE, K. G.

[Enclosure No. 1.]

Copy of an approved Report of a Committee of the Privy Council of Canada, dated 21st July, 1886.

On a Report dated 17th July, 1886, from the Honourable Mr. Thompson, for the Minister of Marine and Fisheries, submitting the following observations in reference to the Act entitled "An Act further to amend the Act respecting fishing by foreign vessels," which was passed at its last session by the Parliament of Canada, and which has been reserved by Your Excellency for the assent of Her Majesty The Queen, a full and careful consideration of the subject with which the Act deals, made apparent the necessity for such a measure for the enforcement within Canadian waters of the statutes, which have been already passed in the Imperial and Canadian Parliaments, for carrying out the provisions of the Treaty of 1818 between Great Britain and the United States. The Statute 59 Geo. III, cap. 38, provides the penalty of forfeiture as to any foreign fishing vessels found fishing, or to have been fishing, or preparing to fish, within three marine miles of any of the coasts, bays, creeks, or harbours in any part of Her Majesty's Dominions in America, &c.

The Canadian Act of 1868, (cap. 61,) entitled "An Act respecting 'fishing by foreign vessels,'" and its amendment followed the Imperial Act and established the same penalty for the same offences. For all other offences against the treaty, and against the Imperial Act above referred to, the only penalty now provided by statute is that mentioned in section 4 of the Imperial Act, viz., the penalty of £200 to be recovered in the Superior Courts.

The Minister has had his attention called to the fact that the ordinary common law remedy for violation of a statute, viz., indictment as for a misdemeanour, is an unsuitable one

for such cases, because it would involve long personal imprisonment, even before trial (as the defendants would generally be foreigners without available security to offer for their appearance) and would after conviction be followed in nearly all cases by a further term of imprisonment, as the person on whom the penalties would fall would probably be unable to bear a considerable fine.

It is obvious that the mere right to bring a suit against the masters of offending fishing vessels, is a remedy of little or no avail. Before judgment for the £200 could be obtained, the person sued would be almost certain to be out of the jurisdiction of the Dominion courts, and the enforcement of the judgment would, for that reason become, in most cases, impossible, even if the defendants possessed the means from which the judgment could be realized.

The Minister submits that the penalty of forfeiture applied by the second section of the Imperial Statute, and by the Canadian Act, to the offence of fishing, &c., would be a suitable and most available penalty for the infringement of these statutes.

It cannot be claimed by the United States' Government to be an excessive or an unreasonable penalty, because, by Statute No. 85, of the United States' Congress, lately assented to by the President of the United States, the same penalty is established against foreign vessels whose masters, officers or agents do any act which may be contrary to any proclamation issued under that Statute.

The Committee concurring in the foregoing report, and considering the great value of the Canadian fishing grounds, and the necessity which exists for their protection from encroachments by foreign fishermen, in order that these natural resources may be made available to our own people, recommends that the attention of Her Majesty's Government be drawn to this subject, and that representations be made as to the necessity for having the Royal assent given at as early a day as possible to the Act of last session which is before referred to.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,
Clerk, Privy Council, Canada.

[Enclosure No 2.]

Section 17 of Bill No. 85 of the United States' Congress.

SECTION 17. That whenever any foreign country whose vessels have been placed on the same footing in the ports of the United States as American vessels (the coastwise trade excepted) shall deny to any vessels of the United States any of the commercial privileges accorded to national vessels in the harbours, ports, or waters of such foreign country, the President, on receiving satisfactory information of the continuance of such discriminations against any vessels of the United States, is hereby authorized to issue his Proclamation excluding, on and after such time as he may indicate, from the exercise of such commercial privileges in the ports of the United States as are denied to American vessels in the ports of such foreign country, all vessels of such foreign country of a similar character to the vessels of the United States thus discriminated against, and suspending such concessions previously granted to the vessels of such country; and on and after the date named in such Proclamation for it to take effect, if the master, officer, or agent of any vessel of such foreign country excluded by said Proclamation from the exercise of any commercial privileges shall do any act prohibited by said Proclamation in the ports, harbours, or waters of the United States for or on account of such vessel, such vessel, and its rigging, tackle, furniture and boats, and all the goods on board, shall be liable to seizure and to forfeiture to the United States; and any person opposing any officer of the United States in the enforcement of this Act, or aiding and abetting any other person in such opposition, shall forfeit eight hundred dollars and shall be guilty of a misdemeanor, and, upon conviction, shall be liable to imprisonment for a term not exceeding two years.

No. 112.

Earl Granville to the Governor General.

[No. 175.]

DOWNING STREET, 29th July, 1886.

MR LORD,—I have the honour to transmit to you a copy of a letter from the Foreign Office, enclosing two despatches from Her Majesty's *chargé d'affaires* at Washington, containing protests of Mr. Bayard against the action of the authorities of the Dominion in regard to United States' fishing vessels. ~~see p. 175.~~

I have to request that your Government will, with as little delay as possible, furnish Her Majesty's Government with a report on the cases referred to.

I have, &c.,

(Sd.) GRANVILLE.

Governor General,

The Most Honourable

The MARQUIS OF LANSDOWNE, G.C.M.G.

&c., &c., &c.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 28th July, 1886.

SIR,—I am directed by the Earl of Rosebery to transmit to you two despatches from Her Majesty's *Chargé d'Affaires* at Washington containing protests of Mr. Bayard against the action of the Canadian authorities in regard to United States' fishing vessels, and I am to suggest that if Earl Granville sees no objection, a report on the cases mentioned should be obtained from the Dominion Government with as little delay as possible.

I am, &c.,

(Sd.)

J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Mr. Hardinge to the Earl of Rosebery.

[Treaty No. 67.]

WASHINGTON, 12th July, 1886.

MR LORD,—I have the honour to transmit herewith to Your Lordship copy of a note received to-day from the Secretary of State protesting against the action of the Canadian Customs authorities at Pictou, N.S., in denying to the steamship "Novelty," of the United States, the right to take in steam coal, purchase ice or tranship fish in bond to the United States.

I am, &c.,

(Sd.)

CHARLES HARDINGE.

The EARL OF ROSEBERY.
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Sir L. S. West.

DEPARTMENT OF STATE,

WASHINGTON, 10th July, 1886.

SIR,—I have the honour to inform you that I am in receipt of a report from the Consul General of the United States, at Halifax, accompanied by sworn testimony stating that the

"Novelty," a duly registered merchant steam vessel of the United States, has been denied the right to take in steam coal, or purchase ice, or tranship fish in bond to the United States, at Pictou, N.S.

It appears that, having reached that port on the 1st inst., and finding the Customs Office closed on account of a holiday, the Master of the "Novelty" telegraphed to the Minister of Marine and Fisheries, at Ottawa, asking if he would be permitted to do any of the three things mentioned above. That he received in reply a telegram reciting with certain inaccurate and extended application, the language of Art. I, of the Treaty of 1818, the limitations upon the significance of which are in pending discussion between the Government of the United States and that of Her Britannic Majesty. That on entering and clearing the "Novelty" on the following day at the Custom House, the Collector stated that his instructions were contained in the telegram the Master had received; and that, the privilege of coaling being denied, the "Novelty" was compelled to leave Pictou without being allowed to obtain fuel necessary for her lawful voyage on a dangerous coast.

Against this treatment I make instant and formal protest as an unwarranted interpretation and application of the Treaty by the Officers of the Dominion of Canada and the Province of Nova Scotia, as an infraction of the laws of commercial and maritime intercourse existing between the two countries, and as a violation of hospitality, and for any loss or injury resulting therefrom the Government of Her Britannic Majesty will be held liable.

I have, &c.,

(Sd.)

T. F. BAYARD.

The Honourable

Sir L. S. West, K.C.M.G.

&c., &c., &c.

[Enclosure No. 4.]

Mr. Hardinge to Earl of Rosebery.

[No. 68.]

WASHINGTON, 12th July, 1886.

MY LORD,—With reference to my preceding despatch No. 67 Treaty of to-day, I have the honour to enclose to Your Lordship herewith copy of a further note addressed by the Secretary of State to Sir L. West, protesting against the interference of the Dominion cruiser "Middleton" in preventing American boats from visiting St. Andrews, N. B., for the purpose of there purchasing herring for canning.

In reply I have merely acknowledged the receipt of his note and stated that I would acquaint Your Lordship with his views on the subject.

I have also the honour to transmit to Your Lordship an extract from the "National Republican" of to-day's date, giving the full text of Mr. Bayard's reply to representative Boutelle of Maine, together with a statement made by the captain of one of the American boats in question whose masters complain of the violation of their commercial rights.

I have, &c.

(Sd.)

CHARLES HARDINGE.

The EARL OF ROSEBERY,

&c., &c., &c.

[Enclosure No. 5.]

Mr. Bayard to Sir L. S. West

DEPARTMENT OF STATE,

WASHINGTON, 10th July, 1886.

SIR,—On the 2nd of June last, I had the honour to inform you that despatches from Eastport, in Maine, had been received, reporting threats by the Customs Officials of the Dominion to seize American boats coming into those waters to purchase herring from the Canadian weirs for the purpose of canning the same as sardines, which would be a manifest infraction of the right of purchase and sale of herring caught and sold by Canadians in their own waters in the pursuance of legitimate trade.

To this note I have not had the honour of a reply.

To-day Mr. C. A. Boutwell, M. P. from Maine, informs me that American boats visiting St. Andrews, N. B., for the purpose of there purchasing herring from the Canadian weirs for canning had been driven away by the Dominion cruiser "Middleton."

Such inhibition of usual and legitimate commercial contracts and intercourse is assuredly without warrant of law, and I draw your attention to it in order that the commercial rights of citizens of the United States may not be thus invaded and subjected to unfriendly discrimination.

I am, &c.,

(Sd.)

T. F. BAYARD.

The Hon.

SIR L. S. WEST, K.C.M.G.,
&c., &c., &c.

[Enclosure No. 6.]

EXTRACT from the "*National Republican*" of 12th July, 1886.

THE EXPELLED SARDINE BOATS.—AN ALLEGED VIOLATION OF COMMERCIAL RIGHTS WILL BE ASSERTED.

Representative Boutelle, of Maine, has received the following reply to his request that the State Department give immediate attention to the statement telegraphed him from Eastport, that American boats were driven away from St. Andrew's, N. B., on Friday, by a Dominion cruiser :—

DEPARTMENT OF STATE, 10th July, 1886.

HON. C. A. BOUTELLE,
House of Representatives.

DEAR SIR,—I have just received your telegram of this date stating that you had a despatch from Eastport, Me., that American boats after herring for sardines at St. Andrew's, N. B., were driven away by the Dominion cruiser "Middleton," with the announcement that no American boats will be allowed to take herring for any purpose. And to this you invoke the immediate attention of this Department.

On the 2nd of June last, you called at this Department, in company with Senator Hale, of Maine, and then drew my attention to a similar threat of interference with the purchase of small herring for canning as sardines from the Canadian weirs. On the same day I made representation of the alleged threats to the British Minister at this capital, and drew his attention to the alleged violation of lawful commercial intercourse between British subjects in Canada and the citizens of the United States.

It will assist materially in all such cases of alleged violation of commercial rights, if accurate and full statement of all the facts in each case are procured and forwarded to this Department, accompanied by affidavits.

A great deal of loose rumour and sensational statement would be thus disposed of, and a tangible basis be laid for claim for compensation by the injured parties.

I have, &c.,

(Sd.)

T. F. BAYARD.

Mr. Boutelle has telegraphed to Eastport requesting that full and accurate sworn statements of the interference complained of, be prepared and forwarded at once to the Department of State.

STATEMENT TELEGRAPHED TO WASHINGTON.

EASTPORT, Me, 11th July, 1886.

Captain Balkam, in charge of one of the American boats which were at St. Andrew's, N.B., Friday night, and which were driven away by the Dominion cruiser "General Middleton," in command of Lieutenant Kent, makes the following statement :—"I was lying in St. Andrew's harbour, waiting for the fishermen to seine their weirs, when 'General Middleton' come into port. Lieutenant Kent, of the 'Middleton', came on board my boat, and inquired if she was an American boat and if I was an American citizen. I told him I did not know whether my boat was American or not, but as for myself I was an American citizen. 'It makes no difference,' he replied, 'whether your boat is American or English, you have no

right to purchase fish in this port, and if you do not leave, or if you attempt to buy fish, your boat will be seized.' He also notified the other boatmen. Not wishing to have any trouble with the Dominion Government, we all set sail, and blowing our fog horns in derision of the 'General Middleton,' steered for the American shore. Collector Null has taken my statement and telegraphed to Washington."

(Telegram.)

No. 113.

Earl Granville to Lord Lansdowne.

2nd August, 1886.

Send full particulars as to United States' fishing vessels seized or warned off. Grounds for seizure or warning, and exact locality, including distance from shore, of such vessels.

(Sd.) SECRETARY OF STATE

No. 114.

Minister at Washington to Governor General.

[No. 88.]

WASHINGTON, 3rd August, 1886.

MY LORD,—I have the honour to transmit herewith to Your Excellency copy of a note addressed by the Secretary of State to Her Majesty's Minister, and I shall be very much obliged if Your Excellency will cause instructions to be issued to furnish me with the papers required.

I have, &c.,

(Sd.) CHARLES HARDINGE.

His Excellency
The GOVERNOR GENERAL.

[Enclosure No. 1.]

Mr. Bayard to Sir Lionel West.

WASHINGTON, 2nd August, 1886.

MY DEAR SIR LIONEL,—In response to a request you gave me some time ago, references to certain British and Canadian Statutes relating to the fisheries, and also sent me—one or two circulars emanating from the Dominion authorities on the same subject.

Many changes and innovations are reported to have been made in the public and other orders issued in Canada, and I will ask of you the favour to procure and send me, in duplicate, if possible, copies of all the orders, circulars and regulations issued officially, and now in force in Canada, under which the entry of American fishing vessels in Canadian waters, or their purchase of bait or other supplies, shipment of crews, &c., are regulated. For these important documents I shall be much obliged.

I am, &c.,

(Sd.) T. F. BAYARD.

(Telegram.)

No. 115.

Lord Lansdowne to Earl Granville.

4th August, 1886.

MY LORD,—Your telegram of the 2nd. Full particulars by to-morrow's mail.

(Sd.) LANSDOWNE.

(Extract.)

No. 116.

Governor General to Secretary of State.

QUEBEC, 4th August, 1886.

MY LORD,—I had the honour of receiving Your Lordship's telegram of the 2nd instant, requesting me to supply you with full particulars of all the United States' fishing vessels which have been seized or warned off by the Fisheries Police of the Dominion, of the grounds for such seizures and warnings, and of the exact locality in which they had taken place, with especial reference to the distance from the shore of such vessels at the time when they were seized or warned.

In regard to seizures, I have ascertained that the only cases have been the following:—

- 1st. The "David J. Adams," seized at Digby, N.S., on the 7th May last.
- 2nd. The "Ella M. Doughty," of Portland, Me., seized at Englishtown, N.S., on the 17th of May last.
- 3rd. The "City Point," seized at Shelburne, N.S., on the 2nd of July last.
- 4th. The "George W. Cushing" and the "C. B. Harrington," both of which vessels were seized at Shelburne on the 3rd of July.

Copies of the seizure reports, which contain all the information of which my Government is possessed relative to these seizures, are enclosed herewith.

The circumstances under which the "David J. Adams" was seized have been already explained at some length in my previous despatches. This vessel is still detained, and waits trial before the Vice-Admiralty Court.

Particulars with regard to the "Ella M. Doughty" were given in my despatch No. 167, of the 26th May. This vessel has been released, her owners having deposited the sum of \$3,000.

The "City Point," "George W. Cushing" and "C. B. Harrington" were released upon deposit of \$400 each, that being the amount of the penalty to which they were liable under Section 29 of the Customs' Act of 1833, which they had contravened.

I also enclose for Your Lordship's information copies of the boarding books of the Government fisheries protection vessels: "Lansdowne," "Critio," "F. E. Conrad," "Terror," "General Middleton" and "L. Houlett."

In the large majority of cases where vessels have been warned or ordered to leave Canadian waters the vessel was boarded in harbour. It has been thought sufficient to give the name of the harbour by way of a description of the locality.

In the few cases in which vessels appear to have been boarded outside a port or harbour in which cases no seizure was made or attempted and a simple warning given in accordance with the terms of the circular of which Your Lordship has already seen a copy, it has, I understand, not been thought necessary to instruct the officers in command of police vessels to mark the locality with greater exactness than by giving the name of the port or harbour off or near which the vessel was boarded.

In the case of vessels actually seized the reports contain much further information as to locality.

I may mention in explanation of the fact that the returns of some of the police vessels have not been brought down to a more recent date, that these vessels are ordered not to come into port more than once a week and then only if they can be spared from their cruising grounds.

I have given directions that Your Lordship is to be from time to time supplied with further information in regard to any seizures or warnings which may hereafter take place.

I have, &c.,

The Right Honourable
THE SECRETARY OF STATE,
for the Colonies.

(S1.)

LANSDOWNE.

(Extract.)

No. 117.

Lord Lansdowne to Earl Granville.

CITADEL, QUEBEC, 4th August, 1886.

MR LORD,—I have the honour to acknowledge receipt of Your Lordship's despatch of the 15th July, enclosing Mr. Poncefote's letter of 30th June, with which were transmitted the enclosures noted in the margin, relative to the points raised in Mr. Bayard's note to Sir Lionel West, dated 14th July, 1886.

*So dated in enclosure, but it is presumed the date should be 14th June.

I desire at once to point out to Your Lordship the inaccuracy of the language in which Mr. Bayard has described "such warnings," including, it is presumed, the alleged warning which had reference to the Bay des Chaleurs, as "wholly unwarranted pretensions of extra territorial authority and usurpations of jurisdiction by the Provincial officials," constituting "an interference with the unquestionable rights of the American fishermen to pursue their business without molestation at any point not within three marine miles of the shores, and within the defined limits as to which renunciation of the liberty to fish was expressed in the Treaty of 1818."

My Government will be prepared at the proper moment, and whenever it becomes necessary to raise the questions formally, to uphold by sufficient arguments the contention which has, from the time that these matters first engaged the attention of the Governments interested, been maintained by that of the Dominion in regard to the interpretations which should be placed upon that portion of Art. I. of the Convention of 1818, which describes the limits within which the liberty of fishing was renounced by the United States.

It is not necessary upon the present occasion that I should recur to the past history of the "headlands question," or that I should do more than state that Mr. Bayard's suggestion that the Bay des Chaleurs does not form a part of the waters from which United States fishermen are excluded, is one in which my Government cannot acquiesce. Throughout the negotiations which have at different times taken place in regard to these matters no such admission has ever been made on the part of the Dominion, or, as far as I am aware, by the Imperial Government. It is therefore wholly incorrect of Mr. Bayard to speak of the question as one which should be included amongst those "which have been long since settled between the United States and Great Britain."

I shall ascertain whether any statement according with that referred to in the first paragraph of Mr. Bayard's note was made by the Collector at Halifax in regard to the landing of fish at that point for transportation in bond across the Province. It will, however, be evident to Your Lordship that the landing of fish for the above purpose is not one of the objects for which entrance to Canadian harbours is permitted within the terms of the Convention of 1818.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE, K. G.

(No. 179]

No. 118.

The Right Honourable Edward Stanhope to Lord Lansdowne.

DOWNING STREET, 4th August, 1886.

MR LORD,—I have the honour to transmit to you, for the information of Your Lordship's Government, a copy of a letter from the Foreign Office, enclosing an

extract from the "New York Herald" relative to the North American fisheries question.

I have, &c.,

(Sd.) EDWARD STANHOPE.

Governor General

The Most Honourable the MARQUIS OF LANSDOWNE, G.C.M.G.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 26th July, 1886.

SIR,—I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Earl Granville, an extract from the "New York Herald," relative to the North American fisheries question.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Extract from the "New York Herald" of 9th July, 1886.

DEPARTMENT OF STATE,
WASHINGTON, 30th June, 1886.

Captain JESSE LEWIS,
Owner of the schooner "David J. Adams,"
Gloucester, Mass.

SIR,—I have your letter, dated the 26th inst., stating the severe loss to you occasioned by the summary seizure by the Canadian authorities, in Annapolis Basin, Nova Scotia, of your fishing schooner the "David J. Adams," which, as you say, is all the property you possess and constituted your only support.

It is proper that I should inform you that demand was made upon the Government of Great Britain for the release of the vessel, coupled with a notification that that Government would be held answerable for all loss and damage caused by her seizure and detention. Your case commands my sincere sympathy, and ever since it was brought to my knowledge has had the constant consideration of the Department, and of the consular officers of the United States in the Dominion of Canada.

Mr. William L. Putnam, of Portland, Me., in conjunction with Mr. George W. Biddle, of Philadelphia, has been engaged by this Government as its legal counsel in respect of its rights and duties which may be brought in question by reason of the seizure of your vessel. If you will communicate with Mr. Putnam he will no doubt give you all information in his power in relation to the laws under which your property was so seized, and suggest what steps should be taken to protect your private interest in the premises.

Moreover, I suggest that you should carefully secure evidence of all the facts connected with the presence of your vessel in Annapolis Basin, and of the absence of any unlawful act or intention on the part of her master, crew, or owner, as well as proof of the actual loss and injury sustained by you by reason of this harsh and, as I believe, wholly unwarranted action by the Canadian officials—such evidence to be obtained and preserved as the basis of claims for your remuneration.

More than one year ago I sought to protect our citizens engaged in fishing from the results which might attend any possible misunderstanding between the Governments of Great Britain and the United States as to the measure of their mutual rights and privileges in the territorial waters of British North America, after the termination of the fishery articles of the Treaty of Washington in June last. It seemed to me then, and seems to me now, very hard that differences of opinion between the two Governments should cause loss to the honest citizens whose line of obedience might be thus rendered vague and uncertain and their property be brought into jeopardy. Influenced by this feeling, I procured a temporary

arrangement which secured our fishermen full enjoyment of all the Canadian fisheries, free from molestation during a period which would permit discussion of a just international settlement of the whole fishery question. But other counsels prevailed, and my efforts further to protect the fishermen from such trouble as you now suffer were unavailing.

To secure for them full protection in the enjoyment of all their just rights and privileges is still my earnest intent and object, and for all losses to which they may be unlawfully subjected at the hands of the authorities of foreign Governments I shall seek and expect to obtain full redress. I regret exceedingly the disturbance in the long customary pursuits and the serious loss and inconvenience attendant upon a disputed construction of laws and treaties by two separate Governments, and I trust that I shall soon be enabled to secure such a clear and comprehensive declaration of agreement between those charged with the administration of the two Governments as will define the line of their rights and secure from molestation those American fishermen who, obeying the injunctions of their Government respecting subordination to the laws of foreign Governments, keep within the laws of their own country.

Reparation for all losses unlawfully caused by foreign authority will be made the subject of international presentation and demand.

I am, &c.,

(Sd.) T. F. BAYARD.

No. 119.

Lord Lansdowne to Earl Granville.

CITADEL, QUEBEC, 5th August, 1886.

MY LORD,—With reference to my despatch of yesterday's date I have now the honour to forward for Your Lordship's information copies of the papers relative to the seizure of the United States' fishing schooner "Ella M. Doughty."

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EARL GRANVILLE, K.G.,
&c., &c., &c.

[Enclosure No. 1.]

HALIFAX, 5th August, 1886.

Regina vs. "Ella M. Doughty."

SIR,—I received your telegram to-day as follows:—"please send me to-day copy of Collector of Customs' affidavit *in re*, Doughty seizure."

The only affidavit made by the Collector of Customs is the affidavit to lead warrant, which is very brief and contains no particulars of fact, the Admiralty rules only requiring that it should state the nature of the claim. I, therefore, forward in addition to this the other documents enumerated below as they may contain some information required by you. Enclosed herewith are:—1st. Affidavit of Daniel G. McAskill and Donald J. Morrison, 18th May, 1886. 2nd. Affidavit of Angus Morrison, 31st. May 1886. 3rd. Affidavit of Donald McRitchie, 31st May, 1886. 4th. Statement of Torquell McLean. 5th. Statement of Donald J. Morrison, 31st May, 1886. 6th. Statement of Daniel G. McAskill, 31st May, 1886. 7th. Copy of Affidavit of Lauchlin G. Campbell to lead warrant, *Regina vs. "Ella M. Doughty"*. 8th. Copy of Plaintiff's petition, *Regina, vs. "Ella M. Doherty."*

Your obedient servant,

(Sd.)

WALLACE GRAHAM.

GEORGE W. BUREIDGE, Esq.,
Deputy Minister of Justice, Ottawa.

[Enclosure No. 2.]

We, Daniel G. McAskill and Donald J. Morrison, of Englishtown, do solemnly swear that we sold on the 12th day of March, 1886, 1,400 herring at 25 cents per hundred, and on the 13th 3 barrels more or less at \$1.00 per barrel to schooner "Ella M. Doughty."

(Sd.) DANIEL G. McASKILL,
D. J. MORRISON.

Sworn to, before me this 18th }
day of May, 1886. }

(Sd.) D. McAULAY,
Deputy Collector.

[Enclosure No 3.]

I, Angus Morrison, of Englishtown, make the following statement and say:—

That I was aboard schooner "Ella M. Doughty" with Torquell McLean selling 500 herring for 30 cents per 100. I did not sell any myself. The Captain and crew were warning us not to tell. The day before this day the crew were ashore wanting me to take herring aboard in night time. They were talking about the trading license but they did not know whether it was good or not.

I, Angus Morrison, do solemnly swear that the above statements are true and correct in all their particulars.

(Sd.) ANGUS MORRISON.

I, the undersigned certify that the above Angus Morrison made the statements and swore to them before me this 31st day of May, 1886.

(Sd.) D. McAULAY,
Deputy Collector.

[Enclosure No. 4.]

I, Donald McRitchie, went aboard schooner "Ella M. Doughty" on the 12th day of May, 1886, and took aboard with me 900 herring which the Captain bought from me and gave me \$2.25 for them.

Captain of schooner "Ella M. Doughty" wished me to keep it quite secret. While I was about leaving, Donald McInnes, Daniel G. McAskill and Donald J. Morrison came aboard. I solemnly swear that the above statements are correct, so help me God.

(Sd.) DONALD McRITCHIE,

I, the undersigned, certify that the above statements were made before me and sworn to on the 31st day of May, 1886.

(Sd.) D. McAULAY,
Deputy Collector.

[Enclosure No. 5.]

I, Torquell McLean, and Angus Morrison went aboard schooner "Ella M. Doughty" on the 13th May, and sold herring and there were aboard Donald McInnes, Donald J. Morrison and Daniel G. McAskill.

This statement made in presence of Daniel Morrison and Daniel McLean.

Torquell McLean refuses to sign this or swear to it: says it is true.

(Sd.) D. McAULAY,
Deputy Collector.

[Enclosure No. 6.]

I, Donald J. Morrison, was in the boat on the 12th day of May, 1886, with Dan. G. McAskill and Donald McInnes when the dory of the schooner "Ella M. Doughty" met us coming home with nets and herrings; the crew told us to clean nets and take herrings aboard and captain would buy them when we were in vessel. We saw aboard Torquell McLean and

Donald McRitchie. They seemed to be very much afraid that they would be seized. Second day we went aboard Torquell McLean and Angus Morrison (little) had left schooner "Ella M. Doughty" and they commenced cleaning net. They said Torquell McLean and Angus Morrison went aboard with herring when cleaned out of nets, and we saw the herring taken out of boat into vessel "Ella M. Doughty"; while aboard they saw some men ashore and as if they were Customs officers.

We got 25 cents per 100 for 1,400 first day and \$3 for the lot which we had the second day, 13th inst., which was about three barrels, more or less.

(Sd.) DONALD + J. McBRISON.
his
mark.

ENGLISHTOWN, 31st May, 1886.

I, the undersigned, certify that the above statement was made before me this 31st day of May, 1886.

(Sd.) D. McAULAY,
Deputy Collector.

[Enclosure No. 7.]

When we, D. G. McAskill and D. J. Morrison and Donald McInnes, were coming home on 12th May, inst., 1886, with nets with herring in, and not taken out of net, a dory met us that came from the schooner "Ella M. Doughty" and asked us if we had herring to sell. D. McInnes told them we had about 1,000 herrings; they told us to get herring out of nets and go aboard and they would buy them. They seemed to be afraid of being seized as the crew of vessel told us not to report them ashore. When we went aboard Donald McRitchie, Eel Cove, was aboard. Torquell McLean was aboard after D. McRitchie left schooner "Ella M. Doughty." We were aboard when Torquell McLean put bait aboard said schooner "Ella M. Doughty." Second day, we went to said schooner and had about three barrels of herring, more or less, and captain said he had no change but would give \$3.00 for the lot. Torquell McLean and Angus Morrison were then on board but let the vessel go and commenced taking herring out of net and they went aboard again and sold the herring to captain, but I did not see them receive any payment. When we counted herring first day we had 1,400 and we got 25 cents per 100.

(Sd.) DAN. G. McASKILL.

ENGLISHTOWN, 31st May, 1886.

I, the undersigned, do certify that the above statement was made in my presence.

(Sd.) D. McAULAY,
Deputy Collector.

(No. 473)

[Enclosure No. 8.]

In the Vice-Admiralty Court of Halifax.

Her Majesty the Queen, Plaintiff, against the ship or vessel "Ella M. Doughty" and her cargo.

Action for forfeiture of the said vessel and her cargo for violation of a certain convention between His Late Majesty King George the Third, King of the United Kingdom of Great Britain and Ireland, of the one part, and the United States of America, of the other part, made on the twentieth day of October, 1818, and for violation of the Act of the Parliament of the United Kingdom of Great Britain and Ireland made and passed in the fifty-ninth year of the reign of His Late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland, being chapter thirty-eight of the Acts of the last named Parliament made and past in the said year.

Also for forfeiture of the said vessel and her cargo for violation of chapter sixty-one of the Acts of the Parliament of the Dominion of Canada made and passed in the year 1868, and of chapter fifteen of the Acts of the said Parliament passed and made in the year 1870, and of chapter twenty-three of the Acts of the said Parliament made and passed in the year 1871.

I, Lauchlin G. Campbell, of Baddeck, in the County of Victoria and Province of Nova Scotia, Collector of Customs, make oath and say as follows:—

1. That the Honourable John S. D. Thompson, Her Majesty's Attorney General for the Dominion of Canada, claims, on behalf of Her Majesty the Queen, to have the said ship or

vessel "Ella M. Doughty" and her cargo condemned to Her Majesty the Queen for violation of a certain convention between His Late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland, of the one part, and the United States of America, of the other part, made and signed at London in Great Britain on the twentieth day of October in the year of our Lord 1818, and also for violation of the Act of the Parliament of the United Kingdom of Great Britain and Ireland, made and passed in the fifty-ninth year of the reign of His Late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland, being chapter thirty-eight of the Acts of the said Parliament made and passed in the said year, and being intituled "An Act to enable His Majesty to make regulations with respect to the taking and curing of fish in certain parts of the coasts of Newfoundland and Labrador and His said Majesty's other possessions in North America, according to a convention made between His Majesty and the United States of America."

The said Honourable John S. D. Thompson, Her Majesty's Attorney General for the Dominion of Canada, also claims, on behalf of Her Majesty the Queen, to have the said ship "Ella M. Doughty" and her cargo condemned as forfeited to Her Majesty the Queen for violation of chapter sixty-one of the Acts of the Parliament of the Dominion of Canada made and passed in the year 1868, and intituled "An Act respecting fishing by foreign vessels," and for violation of chapter fifteen of the Acts of the Parliament of the Dominion of Canada made and passed in the year 1870, and intituled "An Act to amend the Act respecting fishing by foreign vessels," and for violation of chapter twenty-three of the Acts of the Parliament of the Dominion of Canada made and passed in the year 1871, and intituled "An Act further to amend the Act respecting fishing by foreign vessels."

The said ship "Ella M. Doughty" is a foreign vessel and not navigated according to the laws of the United Kingdom of Great Britain and Ireland or of the Dominion of Canada, and is registered in the United States of America and is owned by foreigners residing in the said United States of America.

I further make oath and say that the aid of this Court is required to enforce the said claim.

I am the Collector of Customs at Baddeck aforesaid.

(Sd.) LAUCHLIN GEO. CAMPBELL,
Collector of Customs.

On the 25th day of May, A.D. 1886, the said Lauchlin George Campbell was duly sworn to the truth of this affidavit at Baddeck, in the County of Victoria and Province of Nova Scotia, before me.

(Sd.) ALEX. TAYLOR,
*A Commissioner duly appointed to administer oaths
in the Vice-Admiralty Court of Halifax.*

(No 473)

[Enclosure No 9.]

In the Vice Admiralty Court at Halifax.

Her Majesty the Queen, Plaintiff, against the Ship or Vessel "Ella M. Doughty" and her Cargo.

Action for forfeiture of the said vessel and her cargo for violation of a certain convention between His late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland of the one part, and the United States of America of the other part, made on the twentieth day of October, 1818. And for the violation of the Act of the Parliament of the United Kingdom of Great Britain and Ireland, made and passed in the fifty-ninth year of the reign of His late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland, being Chapter thirty-eight of the Acts of the said last named Parliament made and passed in the said year. Also for forfeiture of the said vessel and her cargo, for violation of Chapter sixty-one of the Acts of the Parliament of the Dominion of Canada, made and passed in the year 1868, and of Chapter fifteen of the Acts of the said Parliament passed and made in the year 1870, and of Chapter twenty-three of the Acts of the said Parliament made and passed in the year 1871.

Writ issued on the 20th day of May, A.D. 1886.

1. A certain Convention between His late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland, and the United States of America, was made and signed at London, on the 20th day of October 1818, and by the first Article thereof, after reci-

ting that differences had arisen respecting the liberty claimed by the said United States for the inhabitants thereof to take, dry and cure fish on certain coasts, bays, harbours and creeks of His Britannic Majesty's Dominions in America, it was agreed between the High Contracting Parties that the inhabitants of the said United States should have forever in common with the subjects of His Britannic Majesty the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coasts of Newfoundland from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, creeks, and harbours from Mount Joly on the southern coast of Labrador to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast without prejudice, however, to any of the exclusive rights of the Hudson Bay Company; and that the American fishermen should also have liberty forever to dry and cure fish in any of the unsettled bays, harbours and creeks of the southern part of the coast of Newfoundland thereabove described, and of the coast of Labrador; but so soon as the same or any portion thereof should be settled it should not be lawful for the said fishermen to dry and cure fish at such portion so settled without previous agreement for such purpose with the inhabitants, proprietors or possessors of the ground. And the said United States thereby renounced forever any liberty theretofore enjoyed or claimed by the inhabitants thereof to take dry or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbours of His Majesty's Dominion in America not included within the above mentioned limits; provided, however, that the American fishermen should be admitted to enter such bays or harbours for the purpose of shelter and of repairing damages therein, of purchasing wood and of obtaining water and for no other purpose whatever. But they should be under such restrictions as might be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever abusing the privileges thereby reserved to them.

2. That a certain Act of the Parliament of the United Kingdom of Great Britain and Ireland was made and passed in the fifty-ninth year of the reign of His late Majesty King George the Third, being Chapter thirty-eight of the Acts of the said Parliament made and passed in the fifty-ninth year of the reign of His said late Majesty King George the Third, and being intituled "An Act to enable His Majesty to make regulations with respect to the taking and curing of fish on certain parts of the Coasts of Newfoundland, Labrador, and His Majesty's other possessions in North America, according to a Convention made between His Majesty and the United States of America."

3. That on the 29th day of March, A.D. 1867, a certain other Act of the Parliament of the United Kingdom of Great Britain and Ireland was made and passed, being Chapter three of the Acts of the said Parliament passed in the thirtieth and thirtieth years of the reign of Her present Majesty Victoria, Queen of the United Kingdom of Great Britain and Ireland, and being intituled "An Act for the union of Canada, Nova Scotia and New Brunswick and the Government thereof, and for purposes connected therewith," which said Act is cited and known as "The British North America Act, 1867."

4. That a certain Act of the Parliament of Canada was made and passed in the thirty-first year of the reign of Her said Majesty, Queen Victoria, being Chapter sixty-one of the Acts of the said Parliament made and passed in the year 1868, and being intituled "An Act respecting fishing by foreign vessels."

And a certain other Act of the Parliament of Canada was made and passed in the thirty-third year of the reign of Her said Majesty Queen Victoria, being Chapter 15 of the Acts of the said Parliament made and passed in the year 1870, and being intituled "An Act to amend the Act respecting fishing by foreign vessels." And in the thirty-fourth year of the reign of Her said Majesty Queen Victoria a certain other Act of the said Parliament of Canada was made and passed, being Chapter twenty-three of the Acts of the said Parliament made and passed in the year 1871, and being intituled "An Act further to amend the Act respecting fishing by foreign vessels."

5. That the said Convention and the said several Acts hereinbefore mentioned were and are still in full force and effect.

6. The Harbor of St. Ann's, situate in the County of Victoria, in the Province of Nova Scotia, together with its outlet to the Bay of St. Ann's, and also, the said Bay of St. Ann's, all hereinbefore designated as the Bay and Harbor of St. Ann's, are a portion of the Dominions in America formerly of His late Majesty George the Third, King of the United Kingdom of Great Britain and Ireland, and now of Her Majesty, Queen Victoria, Queen of the United Kingdom of Great Britain and Ireland, not included or lying on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coasts of Newfoundland from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, or on the coasts, bays, harbours and creeks from Mount Joly on the southern coast of Labrador to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast.

7. That the said ship, "Ella M. Doughty," whereof one Warren A. Doughty, who was not a natural born subject of Her Majesty, was or is master, is a foreign ship or vessel not navigated according to the laws of the United Kingdom of Great Britain and Ireland, or according to the laws of Canada, but was and is a ship of the United States of America owned by foreigners, that is to say, by persons residing in and being citizens of the United States of America, where the said ship or vessel was built and enrolled; and the said ship or vessel "Ella M. Doughty" was at the time hereinafter mentioned licensed and permitted to carry on the fisheries under and in pursuance of the Acts of the United States of America, and was engaged in the prosecution of the fisheries and on a fishing voyage, and was and is without a license to fish or any license whatsoever in that behalf from the Government of Canada or of Nova Scotia under the statutes of Canada or of Nova Scotia in that behalf.

8. Between the tenth and seventeenth days of May, 1886, the said Warren A. Doughty, the master of the said ship or vessel, "Ella M. Doughty," and the officers and crew of the said ship or vessel, "Ella M. Doughty," did in and with the said ship or vessel, "Ella M. Doughty," enter into the Bay and Harbour of St. Ann's aforesaid, within three marine miles of the shores of the said Bay and Harbour of St. Ann's, and within three miles of the coasts, bays, creeks and harbours of those portions of the Dominions in America of His said late Majesty King George the Third, being now the Dominions in America of Her Majesty Queen Victoria, not included within the limits specified and defined in the said first Article of the said Convention, and set out and recited in the first paragraph hereof, for the purpose of procuring bait, that is to say, herrings, wherewith to fish, and ice for the preservation on board said vessel of bait to be used in fishing, and of fresh fish to be fished for, taken and caught by and upon the said vessel and by the master, officers and crew thereof, and did procure such bait wherewith to fish, and such ice for the purposes aforesaid, and did so enter for other purposes than the purpose of shelter, or repairing damages, or of purchasing wood, or of obtaining water, contrary to the provisions of the said Convention and of the said several Acts; and the said vessel, "Ella M. Doughty," and her cargo were thereupon seized within three marine miles of the coasts or shores of the said Bay and Harbor of St. Ann's, by Donald McAulay and Lauchlin G. Campbell, officers of the Customs of Canada, as being liable to forfeiture for breach or violation of the said Convention and of the said several Acts.

9. The said Warren A. Doughty, the master of the said ship or vessel, "Ella M. Doughty," and the officers and crew of the said ship or vessel, "Ella M. Doughty," did between the tenth and seventeenth days of May, 1886, and subsequently, in the said ship or vessel, "Ella M. Doughty," in the Bay and Harbour of St. Ann's aforesaid, and while he and they and the said ship or vessel, "Ella M. Doughty," were within three marine miles of the coasts or shores of the said Bay and Harbor of St. Ann's, and within three marine miles of the coasts, shores, bays, creeks and harbors of those portions of the Dominions in America of His said late Majesty King George the Third, being now the Dominions in America of Her Majesty Queen Victoria, not included within the limits specified and defined in the said first Article of the said Convention, and set out and recited in the said first paragraph hereof, fish for fish, and take fish, and did dry and cure fish and were preparing to fish, within the meaning of the said Convention and of the said several Acts hereinbefore mentioned, contrary to the provisions of the said Convention and of the said several Acts; and the said vessel, "Ella M. Doughty," and her cargo were thereupon seized within three marine miles of the coasts or shores of the said Bay and Harbour of St. Ann's, by Donald McAulay and Lauchlin G. Campbell, officers of the Customs of Canada, as being liable to forfeiture for violation of the said Convention and of the said several Acts.

10. The said Warren A. Doughty, the master of the said ship or vessel "Ella M. Doughty," and the officers and crew of the said ship or vessel "Ella M. Doughty" were between the said 10th and 17th days of May, 1886, and subsequently in the said ship or vessel "Ella M. Doughty," in the Bay and Harbour of St. Ann's, aforesaid, and while he and they and the said ship or vessel "Ella M. Doughty" were within three marine miles of the coasts or shores of the said Bay or Harbour of St. Ann's, and within three marine miles of the coasts, shores, bays, creeks and harbours of those portions of the Dominions in America of His late Majesty King George the Third, being now the Dominions in America of Her Majesty Queen Victoria, not included within the limits specified and defined in the said first Article of the said Convention and set out and recited in the first paragraph hereof, preparing to fish within the meaning of the Convention, and of the several Acts hereinbefore mentioned, contrary to the provisions of the said Convention, and of the said several Acts, and the said vessel "Ella M. Doughty" and her cargo were thereupon seized within three marine miles of the coasts or shores of the said Bay or Harbour of St. Ann's, by Donald McAulay and Lauchlin G. Campbell, officers of the Customs of Canada, as being liable to forfeiture for breach or violation of the said Convention, and of the said several Acts.

11. Between the said 10th and 17th days of May, 1886, and subsequently in the said Bay and Harbour of St. Ann's, within three marine miles of the shores thereof and within three

marine miles of the coasts, bays, creeks and harbours of those portions or parts of the Dominions in America of His late Majesty King George the Third, being now the Dominions in America of Her present Majesty Queen Victoria, not included within the limits specified and defined in the said first article of the said Convention, and set out and recited in the said first paragraph hereof, the said ship or vessel "Ella M. Doughty" was found to be fishing within the said distance of three marine miles of the said coasts, bays, creeks and harbours, contrary to the provisions of the said Convention, and of the said several Acts, and the said vessel "Ella M. Doughty" and her cargo were thereupon seized within three marine miles of the coasts or shores of the said Bay and Harbour of St. Ann's by Donald McAulay and Lauchlin G. Campbell, officers of the Customs of Canada, as being liable to forfeiture for breach or violation of the said Convention and of the said several Acts.

12. Between the said 10th and 17th days of May, 1886, and subsequently thereto, in the said Bay and Harbour of St. Ann's, within three marine miles of the shores thereof, and within three marine miles of the coasts, bays, creeks and harbours of those parts or portions of the Dominions in America of His late Majesty King George the Third, being now the Dominions in America of Her present Majesty Queen Victoria, not included within the limits specified and defined in the said first article of the said convention, and set out and recited in the said first paragraph hereof, the said ship or vessel "Ella M. Doughty" was found to have been fishing within the said distance of three marine miles of the said coasts, bays, creeks and harbours, contrary to the provisions of the said Convention and of the said several Acts, and the said vessel "Ella M. Doughty" and her cargo was thereupon seized within three marine miles of the coasts or shores of the said Bay and Harbour of St. Ann's, by Donald McAulay and Lauchlin G. Campbell, officers of the Customs of Canada, as being liable to forfeiture for breach or violation of the said Convention and of the said several Acts.

13. Between the said 10th and 17th days of May, 1886, and subsequently in the said bay and harbour of St. Ann's, within three marine miles of the shores thereof and within three marine miles of the coasts, bays, creeks and harbours of those parts or portions of the Dominions in America of His said late Majesty King George the Third, being now the Dominions in America of Her present Majesty Queen Victoria, not included within the limits specified and defined in the said first Article of the said Convention and set out and recited in the first paragraph hereof, the said ship or vessel "Ella M. Doughty" was found to be preparing to fish within the said distance of three marine miles of the coasts, bays, creeks and harbours, contrary to the provisions of the said Convention and of the said several Acts, and the said vessel "Ella M. Doughty" and her cargo was thereupon seized within three marine miles of the coasts or shores of the said Bay or Harbour of St. Ann's, by Donald McAulay and Lauchlin G. Campbell, officers of the Customs of Canada, as being liable to forfeiture for violation of the said Convention and of the said several Acts.

14. During the months of April and May, 1886, the said Warren A. Doughty, the master of the said ship or vessel "Ella M. Doughty" and the officers and crew of the said ship or vessel "Ella M. Doughty," did, in the said ship or vessel "Ella M. Doughty" enter within three marine miles of the coast, bays, creeks and harbours of the Province of Nova Scotia being a portion of the Dominions of America in His said late Majesty King George the Third and now of Her said Majesty Queen Victoria not included within the limits specified and defined in the said first Article of the Convention and set out and recited in the first paragraph hereof for the purpose of procuring bait, that is to say, herrings, wherewith to fish and ice for the preservation on board said vessel of bait to be used in fishing and of fresh fish to be fished for, taken and caught by and upon the said vessel and by the master, officers and crew thereof, and did procure such bait wherewith to fish, and such ice for the purposes aforesaid, and did so enter for other purposes than the purpose of shelter or repairing damages or of purchasing wood or of obtaining water contrary to the provisions of the said Convention and of the said several Acts and the said vessel "Ella M. Doughty" and her cargo were thereupon seized within three marine miles of the coasts or shores of the said Province of Nova Scotia by Donald McAulay and Lauchlin G. Campbell, Officers of the Customs of Canada as being liable to forfeiture for breach or violation of the said Convention and of the said several Acts.

15. During the months of April and May, 1886, the said Warren A. Doughty, the master of the said ship or vessel "Ella M. Doughty" and the officers and crew of the said ship or vessel "Ella M. Doughty," did in the said ship or vessel "Ella M. Doughty," and while he and they and the said ship or vessel "Ella M. Doughty" were within three marine miles of the coasts, bays, creeks and harbours of the Province of Nova Scotia being a portion of the Dominions in America formerly of His said late Majesty King George the Third and now of Her Majesty Queen Victoria not included within the limits specified and defined in the said first Article of the said Convention and set out and recited in the said first paragraph hereof, fish for fish, take fish, and dry and cure fish, and were preparing to fish within the meaning of the said Convention and of the several

Acts hereinbefore mentioned contrary to the provisions of the said Convention and of the said several Acts, and the said vessel "Ella M. Doughty" and her cargo were thereupon seized within three marine miles of the coasts or shores of the said Province of Nova Scotia by Donald McAulay and Lauchlin G. Campbell, officers of the Customs as being liable to forfeiture for breach or violation of the said Convention and of the said several Acts.

16. During the months of April and May, 1886, the said Warren A. Doughty, the master of the said ship or vessel "Ella M. Doughty," and the officers and crew of the said ship or vessel "Ella M. Doughty," were in the said ship or vessel "Ella M. Doughty," and while he and they and the said ship or vessel "Ella M. Doughty," were within three marine miles of the coasts, bays, creeks and harbours of the Province of Nova Scotia, being a portion of the Dominions in America, formerly of His late Majesty King George the Third, and now of Her Majesty Queen Victoria, not included within the limits specified and defined in the said first article in the said Convention, set out and recited in the first paragraph hereof, preparing to fish within the meaning of the said Convention, and of the said several Acts hereinbefore mentioned, contrary to the provisions of the said Convention, and of the said several Acts, and the said vessel "Ella M. Doughty," and her cargo were thereupon seized within three marine miles of the coasts or shores of the said Province of Nova Scotia, by Donald McAulay and Lauchlin G. Campbell, Officers of the Customs of Canada, as being liable to forfeiture for violation of the said Convention and of the said several Acts.

The Honourable John S. D. Thompson, Her Majesty's Attorney General, for the Dominion of Canada, on behalf of Her Majesty, the Queen, claims the condemnation of the said ship and her cargo and her guns, ammunition, tackle, apparel, furniture, and stores for violation of the said Convention and of the said several Acts.

(Sd.) WALLACE GRAHAM,
Solicitor for the Attorney General of Canada.

No. 120.

Mr. Stanhope to the Marquis of Lansdowne.

DOWNING STREET, 5th August, 1886.

MY LORD,—I have the honour to transmit to Your Lordship a copy of a letter from the Foreign Office with a copy of a note from Mr. Bayard protesting against the action of Captain Kent of the Dominion cruiser "General Middleton" in refusing Stephen A. Balkam permission to buy fish from Canadians, and I have to request that you will obtain a report from your Government in reference to this case.

I have, &c.,

(Sd.) EDWARD STANHOPE.

Governor General

The Most Honourable

THE MARQUIS OF LANSDOWNE, G.C.M.G.

&c. &c. &c.

[Enclosure No. 1.]

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 2nd August, 1886.

SIR,—I am directed by the Earl of Rosebery to transmit to you a copy of a despatch from Her Majesty's Charge d'Affaires at Washington, enclosing a copy of a note from Mr. Bayard protesting against the action of Captain Kent of the Dominion cruiser "General Middleton" in refusing Stephen A. Balkam permission to buy fish from Canadians; and I am to suggest that Earl Granville should obtain a report on the subject from the Dominion Government.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Mr. Hardinge to Earl of Rosebery.

WASHINGTON, 17th July, 1886.

(Treaty No. 71.)

MY LORD,—With reference to my despatch No. 68 of this series, of the 12th instant, I have the honour to transmit herewith to Your Lordship a copy of a note which I have received from Secretary Bayard protesting against the action of Captain Kent, of the Dominion cruiser "General Middleton" in expelling Stephen R. Balkam from the Harbour of St. Andrews, New Brunswick, and in refusing to permit him to purchase fish caught and sold by Canadians for the purpose of canning as sardines.

I have, &c.,

(Sd.) CHARLES HARDINGE.

THE EARL OF ROSEBERY,
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Mr. Hardinge.

WASHINGTON, 16th July, 1886.

SIR,—I have just received through the Honourable C. A. Boutelle, M.C., the affidavit of Stephen R. Balkam, alleging his expulsion from the Harbour of St. Andrews, N.B., by Captain Kent of the Dominion cruiser "Middleton," and the refusal to permit him to purchase fish, caught and sold by Canadians, for the purpose of canning as sardines.

The action of Captain Kent seems to be a gross violation of ordinary commercial privileges against an American citizen, proposing to transact his customary and lawful trade and not prepared, or intending, in any way to fish or violate any local law, or regulation, or treaty stipulation.

I trust instant instructions to prevent the recurrence of such unfriendly treatment of American citizens may be given to the offending officials at St. Andrew's and reparation be made to Mr. Balkam.

I have, &c.,

(Sd.) T. F. BAYARD.

THE HON. C. HARDINGE.

No. 121.

The Administrator to the Right Honourable E. Stanhope.

HALIFAX, Nova Scotia, 21st August, 1886.

SIR,—With reference to Earl Granville's despatch of the 15th July last, addressed to the Marquis of Lansdowne, requesting a report from my Government on the subject of an enclosed note from the Secretary of the United States to Her Majesty's Minister at Washington, relating to certain Warnings alleged to have been given to United States' fishing vessels by the Collector of Customs at Canso I have the honour to forward herewith a copy of an approved report of a Committee of the Privy Council, embodying a report by my Minister of Marine and Fisheries on the subject.

I have, &c.,

(Sd.) A. RUSSELL.

THE RIGHT HONOURABLE
EDWARD STANHOPE,
&c., &c., &c.

[Enclosure No. 1.]

CERTIFIED copy of a Report of a Committee of the Honourable the Privy Council approved by His Excellency the Administrator of the Government in Council on the 16th August, 1886.

The Committee of the Privy Council have had under consideration a despatch dated 15th July, 1886, from the Secretary of State for the Colonies in which he asks for a report from the Canadian Government on the subject of an enclosed note from Mr. Secretary Bayard to the British Minister at Washington, relating to certain warnings alleged to have been given to United States' fishing vessels by the Sub Collector of Customs at Canso.

Mr. Bayard states:—1st. "That the masters of the four American fishing vessels of Gloucester, Mass: "Martha C. Bradley," "Rattler," "Eliza Boynton," and "Pioneer," have severally reported to the Consul-General at Halifax that the Sub-Collector of Customs at Canso had warned them to keep outside an imaginary line drawn from a point three miles outside Canso Head to a point three miles outside St. Esprit on the Cape Breton coast."

2nd. "That the same masters also report that they were warned against going inside an imaginary line drawn from a point three miles outside North Cape in Prince Edward Island to a point three miles outside East Point on the same Island."

3rd. "That the same authority informed the masters of the vessels referred to that they "would not be permitted to enter Bay Chaleur."

The Minister of Marine and Fisheries to whom the despatch and enclosures were referred observes that the instructions issued to Collectors of Customs authorized them in certain cases to furnish United States' Fishing vessels with a copy of the circular hereto attached and which constitutes the only official "warning" Collectors of Customs are empowered to give. It was to be presumed that the Sub-Collector of Customs at Canso, as all other Collectors, would carefully follow out the instructions as received, and that therefore no case such as that alleged by Secretary Bayard would be likely to arise.

The Minister states, however, that so soon as the despatch above referred to was received, he sent to the Sub-Collector at Canso a copy of the allegations and requested an immediate reply thereto. The Sub-Collector in answer emphatically denies that he has ordered any American vessel out of any harbour in his district or elsewhere, or that he did anything in the way of warning, except to deliver copies of the circular above alluded to, and states that he boarded no United States' vessel other than the "Annie Jordan" and the "Hereward," and that neither the "Martha C. Bradley," "Rattler," or "Pioneer," of Gloucester have during this season reported at his port of entry. He, with equal clearness, denies that he has warned any United States' Fishing vessels to keep outside the line from Cape North to East Point alluded to by Secretary Bayard, or that they would not be permitted to enter Bay Chaleur.

The Minister has every reason to believe the statements made by the Sub-Collector at Canso, and taking into consideration all the circumstances of the case, is of the opinion that the information which has reached the Secretary of State does not rest upon a trustworthy basis.

With reference to the concluding portion of Mr. Bayard's note, which is as follows:—

"Such warnings are, as you must be well aware, wholly unwarranted pretensions of extra territorial authority and usurpations of jurisdiction by the provincial officials.

"It becomes my duty in bringing this information to your notice to request that if any such orders for interference with the unquestionable rights of the American fishermen to pursue their business without molestation at any point not within three marine miles of the shores and within the defined limits, as to which renunciation of the liberty to fish, was expressed in the Treaty of 1818, may have been issued, the same may at once be revoked as violation of the rights of citizens of the United States under convention with Great Britain.

"I will ask you to bring this subject to the immediate attention of Her Britannic Majesty's Government to the end that proper remedial orders may be forthwith issued.

"It seems most unfortunate and regrettable that questions which have been long since settled between the United States and Great Britain should now be sought to be revived."

The Minister further observes that, in his opinion, the occasion of the present despatch, which has to deal mainly with questions of fact, does not render it necessary for him to enter upon any lengthened discussion of the question of headland limits. He cannot, however, do otherwise than place upon record the earnest expression of his entire dissent from the interpretation therein sought to be placed upon the Treaty of 1818 by the United States' Secretary of State.

The Committee concur in the foregoing report of the Minister of Marine and Fisheries, and advise that Your Excellency be moved to transmit a copy thereof to Her Majesty's Secretary of State for the Colonies.

(Sd.)

JOHN J. McGEE,
Clerk Privy Council, Canada.

No. 122.

The Administrator to the Honourable E. Stanhope.

(No. 18.)

HALIFAX, N. S., 21st August, 1886.

SIR,—I caused to be referred to my Government a copy of Earl Granville's despatch No. 175, of the 23th ult., addressed to the Marquis of Lansdowne enclosing two despatches from Her Majesty's *Chargé d'affaires* at Washington containing protests of Mr. Bayard against the action of the authorities of the Dominion in regard to certain United States' fishing vessels.

2. I now have the honour to transmit herewith a copy of an approved report of a Committee of the Privy Council to which is annexed a report by the Minister of Marine and Fisheries relative to the circumstances under which the Secretary of State of the United States affirms that the American fishing steamer "Novelty" was not permitted to take in steam coal, purchase ice, or tranship fish in bond to the United States at Pictou, Nova Scotia.

3. You will observe that Mr. Foster's report deals also with Mr. Bayard's note of the 10th ultimo relating to the alleged threats by the Customs officials of the Dominion to seize American boats coming into those waters to purchase herring from the Canadian weirs for the purpose of canning as sardines.

I have, &c.,

(S1.)

A. RUSSELL.

The Right Honourable
EDWARD STANHOPE.
&c., &c., &c.

[Enclosure No. 1.]

Privy Council Report of 20th August.

The Committee of the Privy Council have had under consideration the despatch dated 29th July last, from Her Majesty's Secretary of State for the Colonies, enclosing two notes from Mr. Secretary Bayard to the British Minister at Washington, and asking that Her Majesty's Government be furnished with a report upon the cases therein referred to.

The Committee respectfully submit the annexed report from the Minister of Marine and Fisheries, to whom the said despatch and its enclosures were submitted, and they advise that your excellency be moved to transmit a copy thereof, if approved, to Her Majesty's principal Secretary of State for the Colonies.

[Enclosure No. 2.]

OTTAWA, 14th August, 1886.

The undersigned has the honour to submit the following, in answer to a despatch from Lord Granville to the Governor General under date 27th July last, enclosing two notes from Mr. Secretary Bayard to the British Minister at Washington, and asking that Her Majesty's Government be furnished with a report upon the cases therein referred to.

In his first communication, dated 10th July, Mr. Bayard says:—

"I have the honour to inform you that I am in receipt of a report from the Consul General of the United States at Halifax, accompanied by sworn testimony, stating that the "Novelty," a duly registered merchant steam vessel of the United States, has been denied the right to take in steam coal, or purchase ice, or tranship fish in bond to the United States, at Pictou, Nova Scotia.

"It appears, that having reached that port on the 1st instant, and finding the Customs office closed on account of a holiday, the master of the "Novelty" telegraphed to the Minister of Marine and Fisheries at Ottawa, asking if he would be permitted to do any of the three things mentioned above; that he received in reply a telegram reciting with certain inaccurate and extended application the language of Article I of the Treaty of 1818, the limitations upon the significance of which are in pending discussion between the Government

of the United States and that of Her Britannic Majesty; that on entering and clearing the "Novelty" on the following day at the Customs House, the Collector stated that his instructions were contained in the telegram the master had received, and that the privilege of coaling being denied, the "Novelty" was compelled to leave Pictou without being allowed to obtain fuel necessary for her lawful voyage on a dangerous coast.

"Against this treatment I make instant and formal protest, as an unwarranted interpretation and application of the Treaty, by the officers of the Dominion of Canada and the Province of Nova Scotia, as an infraction of the laws of commercial and maritime intercourse, existing between the two countries, and as a violation of hospitality, and for any loss or injury resulting therefrom the Government of Her Britannic Majesty will be held liable."

With reference to this, the undersigned begs to observe that Mr. Bayard's statement appears to need modification in several important particulars. In the first place, the "Novelty" was not a vessel regularly trading between certain ports in the United States and Canada, but was a fishing vessel, whose purpose was to carry on the mackerel seining business in the waters of the Gulf of St. Lawrence, around the coast of Prince Edward Island and Nova Scotia; that she had on board a full equipment of seines and fishing apparatus and men; that she was a steam vessel and needed coal, not for the purpose of cooking or warming, but to produce motive power for the vessel, and that she wished to pursue her business of fishing in the above-named waters, and to send her fares home over Canadian Territory, to the end that she might the more uninterruptedly and profitably carry on her business of fishing. That she was a fishing vessel and not a merchant vessel, is proved not only by the facts above-mentioned, but also from a telegram over the signature of H. B. Joyce, the Captain of the vessel, a copy of which is appended. In his telegram, Captain Joyce indicates the character of his vessel by using the words "American Fishing Steamer," and he signs himself "H. B. Joyce, Master Fishing Steamer, 'Novelty.'"

There seems, no doubt therefore, that the "Novelty" was in character, and in purpose, a fishing vessel, and as such comes under the provision of the Treaty of 1818, which allows United States fishing vessels to enter Canadian ports "for the purpose of shelter and repairing damages therein, and of purchasing wood and of obtaining water, and for no other purpose whatever."

The object of the Captain was to obtain supplies for the prosecution of his fishing, and to tranship his cargoes of fish at a Canadian port, both of which are contrary to the letter and spirit of the Convention of 1818.

To Mr. Bayard's statement, that in reply to Captain Joyce's enquiry of the Minister of Marine and Fisheries, he received in reply a telegram reciting with certain inaccurate and extended application, the language of Art. I of the Treaty of 1818, the undersigned considers it a sufficient answer to adduce the telegrams themselves.

1st. Enquiry by the captain of the "Novelty":

Hon. George E. Foster, Minister of Marine and Fisheries, Ottawa.

Pictou, N.S., 1st July, 1886.

Will the American fishing steamer now at Pictou be permitted to purchase coal or ice, or to tranship fresh fish, in bond, to the United States' markets? Please answer.

(Sd.)

H. B. JOYCE,
Master of fishing steamer "Novelty."

2nd. Reply of the Minister of Marine and Fisheries thereto:

To H. B. Joyce, Master American steamer "Novelty," Pictou, N.S.

OTTAWA, 1st July, 1886.

By terms of Treaty 1818, United States' fishing vessels are permitted to enter Canadian ports for shelter, repairs, wood and water, and for no other purpose whatever. That treaty is now in force.

(Sd.)

GEO. E. FOSTER,
Minister of Marine and Fisheries.

The undersigned fails to observe wherein any "inaccurate or extended application" of the language of the treaty can be found in the above answer, inasmuch as it consists of a *de facto* citation from the treaty itself with the added statement for the information of the captain, that said treaty was at that time in force. As to the "unwarranted interpretation and application of the treaty," of which Mr. Bayard speaks, the undersigned has already

discussed that phase of the question in his memorandum of 14th June, which was adopted by Council, and has been forwarded to Her Majesty's Government.

Mr. Bayard's second note is as follows :—"On the 2nd of June last I had the honour to inform you that despatches from Eastport, in Maine, had been received, reporting threats by the customs officials of the Dominion, to seize American boats coming into those waters to purchase herring from the Canadian weirs, for the purpose of canning the same as sardines, which would be a manifest infraction of the right of purchase and sale of herring caught and sold by Canadians in their own waters in the pursuance of legitimate trade.

"To this note I have not had the honour of a reply.

"To-day, Mr. C. A. Boutelle, M.C., from Maine, informs me that American boats boats visiting St. Andrews, N.B., for the purpose of there purchasing herring from the Canadian weirs, for canning, had been driven away by the Dominion cruiser 'Middleton.'

"Such inhibition of usual and legitimate commercial contracts and intercourse is assuredly without warrant of law, and I draw your attention to it, in order that the commercial rights of the citizens of the United States may not be thus invaded and subjected to unfriendly discrimination."

With reference to the above the undersigned observes that so far as his information goes, no Collectors of Customs or captains of cruisers have threatened to "seize American boats coming into Canadian waters to purchase herring from Canadian weirs for the purpose of canning them as sardines."

Collectors of Customs have however, in pursuance of their duties under the Customs law of Canada, compelled American vessels coming to purchase herring to enter and clear in conformity to Customs law.

With reference to the action of the Dominion cruiser "Middleton," the undersigned cannot do better than quote from the official report of the captain of that vessel as to the facts of the case referred to. In his report of date 9th July, 1886, Captain McLean, of the "General Middleton" says :—

"At 9 a. m. made sail and drifted with the tide towards the bay. Seeing a large number of boats of various sizes hovering around the fishing weirs, I ordered the boat in waiting and sent officer Kent in charge, giving him instructions to row among the boats and see if there were any Americans purchasing fish. On the return of the boat, Chief Officer Kent reported the boats mentioned were Americans there for the purpose of getting herring. I immediately directed the Chief Officer to return and order the American boats to at once report themselves to the Collector of the port and get permits to load fish or leave without further delay. One of the boatmen complied with the request and obtained a permit to load fish for Eastport; the others were very much disturbed on receiving the above instructions and sailed away towards the American side of the river and commenced blowing their foghorns, showing their contempt. Other boats at a greater distance seeing our boat approaching did not wait her arrival but up sail and left for the American shore."

The above extract from the report of the Chief Officer of the "General Middleton" goes to show that it was not his object to prevent American boats from trading in sardines, but rather to prevent them from so trading without having first conformed to the Customs law of Canada.

The whole respectfully submitted.
(Sd.)

GEORGE E. FOSTER,
Minister of Marine and Fisheries.

No. 123.

The Administrator to the Minister at Washington.

[No. 2.]

HALIFAX, 21st August, 1886.

SIR,—With reference to your despatch No. 88 of the 3rd instant, addressed to His Excellency the Governor General, transmitting a copy of a note from the Secretary of State of the United States, requesting to be furnished with certain papers relating to Canadian Fisheries. I have the honor to forward herewith a copy of a letter from the Department of Fisheries, enclosing copies, in duplicate, of the papers required.

I have, &c.,
(Sd.) A. G. RUSSELL.

The Honorable

Sir L. S. SACKVILLE WEST, K.C.M.G.

[Enclosure No. 1.]

DEPARTMENT OF FISHERIES.

OTTAWA, 18th August, 1886.

SIR,—Having reference to a despatch from the British Minister at Washington, dated 3rd instant, covering a request from the Hon. Mr. Bayard to be furnished with certain papers relating to Canadian Fisheries, I have the honour, by direction of the Minister of Marine and Fisheries, to enclose herewith for transmission to the British Minister, duplicate copies of:—
 Chap. 95, Revised Statutes. The Fisheries Act;
 do. 94 do The Act respecting fishing by Foreign vessels, and amendments
 49 Vic., Chap. 114. thereto;
 Enc.: No. 2 of No. 33. "Warnings" to Foreign fishing vessels.

I have the honour to be, Sir, your obedient servant,

(Sd.) S. P. BAUSET,

For Deputy Minister of Fisheries.

Capt. HARRY STREETFIELD,
 Governor General's Secretary,
 Ottawa.

(Telegram.)

No. 124.

Secretary of State for the Colonies to the Governor General.

21st August, 1886.

"The Government of the United States complains that the Customs' officials at Port Amherst, Magdalen Islands, threaten the schooner "Mascotte" with seizure in case any attempt to obtain bait for fishing, or to take a pilot is made by that vessel. Under the Treaty of 1818 the United States have the right to fish these Islands. It is presumed that the Customs' officers on the Magdalens have not been instructed in the same manner as those on the remaining coasts of the Dominion.

(Sd.) STANHOPE.

No. 125.

Mr. Stanhope to the Administrator.

DOWNING STREET, 25th August, 1886.

SIR,—I have the honour to transmit to you a copy, received through the Foreign Office, of a despatch from Her Majesty's *Chargé d'affaires* at Washington, with a note from Mr. Bayard, calling attention to alleged infractions of the Convention of 1818 by the authorities of Canada and Newfoundland at the Magdalen Islands and Bonne Bay respectively.

In my telegram of the 21st instant, I drew your attention to the case at the Magdalen Islands, and I pointed out that United States' fishermen have the right under the Convention of 1818 to fish off the coasts of the Magdalen Islands.

I have now to request that your Government will furnish me with a full report upon the subject of Mr. Bayard's complaint, so far as it relates to the action of the Canadian authorities. Her Majesty's Government would recommend that special instructions should be issued to the authorities at those places where the inshore fishery has been granted by the Convention of 1818 to United States' fishermen, calling their attention to the provisions of that Convention, and warning them that no action contrary thereto may be taken in regard to United States' fishing vessels.

I have, &c.,

(Sd.) EDWARD STANHOPE.

THE OFFICER ADMINISTERING
 The Government of Canada.

[Enclosure No. 1.]

Mr. Hardings to Lord Rosebery.

[Treaty No. 74.]

WASHINGTON, 31st July, 1886.

MY LORD,—I have the honour to transmit herewith to Your Lordship, copy of a note which I have received from Mr. Bayard, drawing my attention to an alleged infraction of the stipulation of the Treaty of October 20th, 1818, by the Newfoundland authorities at Bonne Bay, in the case of the fishing vessel "Thomas F. Bayard," and by the Dominion authorities at Port Amherst, Magdalen Islands, in the case of the schooner "Mascotte."

I have, &c.,

(Sd.) CHARLES HARDINGE.

The EARL OF ROSEBURY,
&c., &c., &c.

[Enclosure No. 2.]

Mr. Bayard to Honourable C. Hardinge.

DEPARTMENT OF STATE, WASHINGTON.

SIR,—It is my duty to draw your attention to an infraction of the Treaty between the United States of America and Great Britain, concluded 20th, October 1818.

By the provisions of Art. 1, of that Convention, the liberty to take fish of every kind, forever, in common with the subjects of His Britannic Majesty, is secured to the inhabitants of the United States "on that part of the southern coast of Newfoundland, which extends from Cape Ray to the Rameau Islands, on the western and northern coasts of Newfoundland from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands," and on the other coasts and shores in the said article set forth.

Notwithstanding these plain provisions, I regret to be obliged to inform you that by the affidavit of the master of the American fishing vessel "Thomas F. Bayard," that being at Bonne Bay, which is on the western coast of Newfoundland, and within the limits specified in Article 1 of the Convention referred to, the master of the said vessel was formally notified by one N. N. Taylor, the Officer of Customs at that point, that his vessel would be seized if he attempted to obtain a supply of fish for bait, or for any other transaction in connection with fishing operations within three marine miles of that coast.

To avoid the seizure of his vessel, the master broke up his voyage and returned home.

I am also in the possession of the affidavit of Alex. T. Vachem, master of the American fishing schooner, "Mascotte," who entered Port Amherst, Magdalen Islands, and was there threatened by the Customs Official with seizure of his vessel if he attempted to obtain bait for fishing or to take a pilot.

These are flagrant violations of Treaty rights of their citizens, for which the United States expect prompt remedial action by Her Majesty's Government, and I have to ask that such instructions may be issued forthwith to the provincial officials of Newfoundland and the Magdalen Islands as will cause the Treaty rights of citizens of the United States to be duly respected.

For the losses occasioned in the two cases I have mentioned, compensation will hereafter be expected from Her Majesty's Government when the amount shall have been accurately ascertained.

I have, &c.,

(Sd.) T. F. BAYARD.

The HONOURABLE C. HARDINGE.

(Telegram.)

No. 126.

The Secretary of State to Lord Lansdowne.

1st September, 1886.

Report should be made as to treatment United States' fishing boat "Rattler." Alleged compelled report Customs when seeking Shelburne Harbour. Despatch follows by mail.

(Sd.) SECRETARY OF STATE.

No. 127.

(No. 196.)

Mr. Stanhope to the Administrator.

DOWNING STREET, 1st September, 1886.

MY LORD,—I have the honour to transmit to you, for communication to your Ministers, a copy of a letter from the Foreign Office, with its enclosures, respecting the alleged unfriendly treatment of the United States' fishing schooner "Rattler" in Shelburne Harbour, and I request that you will obtain from your Government a report upon the case.

I have, &c.,

(Sd.) EDWARD STANHOPE

THE OFFICER ADMINISTERING
The Government of Canada.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 26th August, 1886.

SIR,—I am directed by the Earl of Iddesleigh to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a despatch from Her Majesty's *Chargé d'affaires* at Washington, enclosing a copy of the protest by Mr. Bayard against alleged unfriendly treatment of the United States' fishing schooner "Rattler," in Shelburne Harbour, and I am to request that a report on the subject may be obtained from the Dominion Government.

I am, &c.,

(Sd.) P. W. CURRIE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Mr. Hardinge to the Earl of Iddesleigh

[TREATY No. 77.]

WASHINGTON, 10th August, 1886.

MY LORD,—I have the honour to transmit herewith to Your Lordship a copy of a note which I have received from the Secretary of State, drawing the attention of Her Majesty's Government to the alleged unwarrantable and unfriendly treatment experienced by the American fishing schooner "Rattler," on the 3rd instant, upon the occasion of her being driven by stress of weather to seek shelter in the Harbour of Shelburne, N. S.

I have, &c.,

(Sd.) CHARLES HARDINGE.

THE EARL OF IDDESLEIGH.
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Mr. Hardinge.

DEPARTMENT OF STATE,

WASHINGTON, 9th August, 1886.

SIR,—I regret that it has become my duty to draw the attention of Her Majesty's Government to the unwarrantable and unfriendly treatment, reported to me this day by the United States' Consul General at Halifax, experienced by the American fishing schooner "Rattler," of Gloucester, Mass., on the 3rd instant, upon the occasion of her being driven by stress of weather to find shelter in the harbour of Shelburne, N.S.

She was deeply laden, and was off the harbour of Shelburne when she sought shelter in a storm, and cast anchor just inside the harbour's entrance.

She was at once boarded by an officer of the Canadian cutter "Terror" who placed two men on board.

When the storm ceased, the "Rattler" weighed anchor to proceed on her way home, when the two men placed on board by the "Terror" discharged their pistols as a signal, and an officer from the "Terror" again boarded the "Rattler" and threatened to seize the vessel unless the captain reported at the Custom House.

The vessel was then detained until the captain reported at the Custom House, after which she was permitted to sail.

The hospitality which all civilized nations prescribe has thus been violated, and the stipulations of a treaty grossly infringed.

A fishing vessel denied all the usual commercial privileges in a port has been compelled strictly to perform commercial obligations.

In the interests of amity I ask that this conduct may be properly rebuked by the Government of Her Majesty.

I have, &c.,

(Sd.) T. F. BAYARD,

The Honourable CHARLES HARDINGE,
&c., &c., &c.

No. 128.

Mr. Stanhope to the Administrator.

[No. 202.]

DOWNING STREET, 9th September, 1886.

MR LORD,—I have the honour to transmit to you herewith a copy of a letter from the Foreign Office, enclosing a copy of a despatch from Her Majesty's Minister at Washington with copy of a note from Mr. Bayard protesting against the action of the commander of the Canadian schooner "F. E. Conrad" in forbidding the master of the United States' schooner "Golden Hind" to enter the Bay of Chaleur for the purpose of renewing his supply of fresh water.

I have to request that you will obtain from your Government with the least possible delay a report in reference to this matter; and that you will direct their special attention to the last paragraph of the letter from the Foreign Office.

I have, &c.,

(Sd.) EDWARD STANHOPE.

THE OFFICER ADMINISTERING
The Government of Canada.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 6th September, 1886.

SIR,—I am directed by the Earl of Iddeleigh to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a despatch from Her Majesty's Minister at Washington enclosing a copy of a note from Mr. Bayard protesting against the action of the officer of the Canadian schooner "F. E. Conrad" in forbidding the master of the United States' schooner "Golden Hind" to enter the Bay of Chaleur for the purpose of renewing his supply of fresh water at that place.

The warning off of the vessel under the circumstances stated would appear to be a distinct breach of the Convention of 1818, and Lord Iddeleigh would therefore suggest that the Canadian Government should be requested to furnish with the least possible delay a report on the case.

Lord Iddeleigh further suggests for the consideration of Mr. Stanhope, that in calling for the report in question it would be highly desirable to add that Her Majesty's Government earnestly hope the Dominion Government will take prompt steps to prevent any infraction

of the Convention on their side, and that, if the facts stated by Mr. Bayard are correct, steps will be at once taken by the Dominion Government to reprimand the officials concerned.

I am, &c.,

(Sd.)

P. W. CURRIE.

THE UNDER SECRETARY OF STATE
Colonial Office.

[Enclosure No. 2.]

Sir. L. West to the Earl of Iddesleigh.

[TREATY No. 78.]

WASHINGTON, 18th August, 1886.

MY LORD,—I have the honour to transmit herewith to Your Lordship a copy of a note which I have received from the Secretary of State, protesting against the action of the officer of the Canadian schooner "F. E. Conrad," in forbidding the master of the American schooner "Golden Hind," to enter the Bay of Chaleur for the purpose of renewing his supply of fresh water at that place.

I have, &c.

(Sd.) L. SACKVILLE WEST.

THE EARL OF IDDESLEIGH,
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Sir L. West.

WASHINGTON, 17th August, 1886.

SIR,—An affidavit has been filed in this Department by Reuben Cameron, master of the American schooner "Golden Hind," of Gloucester, Mass., setting forth that on or about the 23rd of July, ultimo, being out of water, he attempted to put into Port Daniel, Bay of Chaleur, to obtain a fresh supply; that at the entrance of the Bay, about four or five miles from land, the "Golden Hind" was boarded by an officer from the Canadian schooner "F. E. Conrad," and by him ordered not to enter the Bay of Chaleur; that said officer furnished Captain Cameron with a printed "Warning," with this endorsement written thereon, "Don't enter the Bay of Chaleur;" and that in consequence of said act of the Canadian officer the "Golden Hind" was obliged to go to Tignish, Prince Edward Island, to obtain water, whereby the fishing venture was interfered with, and loss and injury caused to the vessel and her owners.

I have the honour to protest against this act of the officers of Her Britannic Majesty as not only distinctly unfriendly and contrary to the humane usage of civilized nations, but as in direct violation of so much of Article I of the Convention of 1818 between the United States and Great Britain as secures forever to American fishermen upon the British North American coast admission to the bays or harbours thereof, for the purpose of obtaining water. And for all loss or injury which may be shown to have accrued by reason of the act in question, the Government of Her Britannic Majesty will be held justly liable.

I have further the honour to ask with all earnestness that the Government of Her Britannic Majesty will cause steps to be forthwith taken to prevent and rebuke acts so violative of treaty and of the common rights of hospitality.

I have, &c.

(Sd.)

T. F. BAYARD.

The Honourable
SIR L. S. S. WEST, K.C.M.G..
&c., &c., &c.

No. 129.

Mr. Stanhope to the Administrator.

[No. 203.]

DOWNING STREET, 9th September, 1886.

MY LORD,—I have the honour to transmit to you a copy of a letter from the Foreign Office, enclosing a copy of a despatch from Her Majesty's Minister at Washington, with copy of a note from the United States' Secretary of State calling attention to causes of complaint alleged by the masters of several United States' fishing vessels against the Captain of the Canadian cruiser "Terror."

I request you to obtain from Your Government a report upon the subject of this complaint.

I have, &c.,

(Sd.) EDWARD STANHOPE.

THE OFFICER ADMINISTERING
The Government of Canada.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 4th September, 1886.

SIR,—I am directed by the Earl of Iddeleigh to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a despatch from Her Majesty's Minister at Washington, enclosing a copy of a note from the United States' Secretary of State calling attention to causes of complaint alleged by the masters of several United States' fishing vessels against Captain Quigley, of the Canadian cruiser "Terror," and I am to request that a report on the subject may be obtained from the Dominion Government.

I am, &c.,

(Sd.) P. W. CURRIE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Sir L. S. S. West to Earl Iddeleigh.

[Treaty No. 80.]

WASHINGTON, 19th August, 1886.

MY LORD,—I have the honour to transmit herewith to Your Lordship copy of a note which I have received from the Secretary of State, informing me of the causes of complaint alleged by the masters of several American fishing vessels against Captain Quigley, of the Canadian cruiser "Terror."

I have, &c.,

(Sd.) L. SACKVILLE WEST.

THE EARL OF IDDESLEIGH, G.C.B.,
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Sir L. West.

WASHINGTON, 18th August, 1886.

SIR,—Grave cause of complaint is alleged by the masters of several American fishing vessels, among which can be named the schooner "Shiloh" and "Julia Ellen" against the hostile and outrageous misbehaviour of Captain Quigley of the Canadian cruiser "Terror," who, upon the entrance of these vessels into the harbour of Liverpool, N.S., fired a gun across their bows to hasten their coming to, and placed a guard of two armed men on board each vessel, who remained on board until the vessels left the harbour.

of the Convention on their side, and that, if the facts stated by Mr. Bayard are correct, steps will be at once taken by the Dominion Government to reprimand the officials concerned.

I am, &c.,

(Sd.)

P. W. CURRIE.

THE UNDER SECRETARY OF STATE
Colonial Office.

[Enclosure No. 2.]

Sir. L. West to the Earl of Iddesleigh.

[TREATY No. 78.]

WASHINGTON, 18th August, 1886.

MY LORD,—I have the honour to transmit herewith to Your Lordship a copy of a note which I have received from the Secretary of State, protesting against the action of the officer of the Canadian schooner "F. E. Conrad," in forbidding the master of the American schooner "Golden Hind," to enter the Bay of Chaleur for the purpose of renewing his supply of fresh water at that place.

I have, &c.

(Sd.) L. SACKVILLE WEST.

THE EARL OF IDDESLEIGH,
&c., &c., &c.

[Enclosure No. 3]

Mr. Bayard to Sir L. West.

WASHINGTON, 17th August, 1886.

SIR,—An affidavit has been filed in this Department by Reuben Cameron, master of the American schooner "Golden Hind," of Gloucester, Mass., setting forth that on or about the 23rd of July, ultimo, being out of water, he attempted to put into Port Daniel, Bay of Chaleur, to obtain a fresh supply; that at the entrance of the Bay, about four or five miles from land, the "Golden Hind" was boarded by an officer from the Canadian schooner "F. E. Conrad," and by him ordered not to enter the Bay of Chaleur; that said officer furnished Captain Cameron with a printed "Warning," with this endorsement written thereon, "Don't enter the Bay of Chaleur;" and that in consequence of said act of the Canadian officer the "Golden Hind" was obliged to go to Tignish, Prince Edward Island, to obtain water, whereby the fishing venture was interfered with, and loss and injury caused to the vessel and her owners.

I have the honour to protest against this act of the officers of Her Britannic Majesty as not only distinctly unfriendly and contrary to the humane usage of civilized nations, but as in direct violation of so much of Article I of the Convention of 1818 between the United States and Great Britain as secures forever to American fishermen upon the British North American coast admission to the bays or harbours thereof, for the purpose of obtaining water. And for all loss or injury which may be shown to have accrued by reason of the act in question, the Government of Her Britannic Majesty will be held justly liable.

I have further the honour to ask with all earnestness that the Government of Her Britannic Majesty will cause steps to be forthwith taken to prevent and rebuke acts so violative of treaty and of the common rights of hospitality.

I have, &c.

(Sd.)

T. F. BAYARD.

The Honourable
SIR L. S. S. WEST, K.C.M.G..
&c., &c., &c.

No. 129.

Mr. Stanhope to the Administrator.

[No. 203.]

DOWNING STREET, 9th September, 1886.

MY LORD,—I have the honour to transmit to you a copy of a letter from the Foreign Office, enclosing a copy of a despatch from Her Majesty's Minister at Washington, with copy of a note from the United States' Secretary of State calling attention to causes of complaint alleged by the masters of several United States' fishing vessels against the Captain of the Canadian cruiser "Terror."

I request you to obtain from Your Government a report upon the subject of this complaint.

I have, &c.,
(Sd.) EDWARD STANHOPE.

THE OFFICER ADMINISTERING
The Government of Canada.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 4th September, 1886.

SIR,—I am directed by the Earl of Idlesleigh to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a despatch from Her Majesty's Minister at Washington, enclosing a copy of a note from the United States' Secretary of State calling attention to causes of complaint alleged by the masters of several United States' fishing vessels against Captain Quigley, of the Canadian cruiser "Terror," and I am to request that a report on the subject may be obtained from the Dominion Government.

I am, &c.,
(Sd.) P. W. CURRIE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Sir L. S. S. West to Earl Idlesleigh.

[Treaty No. 80.]

WASHINGTON, 19th August, 1886.

MY LORD,—I have the honour to transmit herewith to Your Lordship copy of a note which I have received from the Secretary of State, informing me of the causes of complaint alleged by the masters of several American fishing vessels against Captain Quigley, of the Canadian cruiser "Terror."

I have, &c.,
(Sd.) L. SACKVILLE WEST.

THE EARL OF IDDESLEIGH, G.C.B.,
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Sir L. West.

WASHINGTON, 18th August, 1886.

SIR,—Grave cause of complaint is alleged by the masters of several American fishing vessels, among which can be named the schooner "Shiloh" and "Julia Ellen" against the hostile and outrageous misbehaviour of Captain Quigley of the Canadian cruiser "Terror," who, upon the entrance of these vessels into the harbour of Liverpool, N.S., fired a gun across their bows to hasten their coming to, and placed a guard of two armed men on board each vessel, who remained on board until the vessels left the harbour.

In my note to your Legation of the 9th inst., I made earnest remonstrances against another unfriendly act of Captain Quigley against the schooner "Rattler" of Gloucester, Mass., which, being fully laden, and on her homeward voyage, sought shelter from stress of weather in Shelburne Harbour, N.S., and was there compelled to report at the Custom House and have a guard of armed men kept on board.

Such conduct cannot be defended on any just ground, and I draw your attention to it in order that Her Britannic Majesty's Government may reprimand Captain Quigley for his unwarranted and rude act.

It was simply impossible for this officer to suppose that any invasion of the fishing privileges of Canada was intended by these vessels under the circumstances.

The firing of a gun across their bows was a most unusual and wholly uncalled for exhibition of hostility, and equally so was the placing of armed men on board the peaceful and lawful craft of a friendly neighbour.

I have, &c.,

(Sd.) T. F. BAYARD.

The Honourable

SIR LIONEL WEST, K.C.M.G.,
&c., &c., &c.

(Telegram.)

No. 130.

The Administrator to the Secretary of State for the Colonies.

14th September, 1886.

Referring to your telegram of 1st September relative to fishing boat "Rattler" facts are as follows: On morning of 4th August her captain called on Collector of Customs, Shelburne, accompanied by chief officer Fisheries Police cutter and reported his vessel inwards laden with mackerel, for shelter. Afterwards chief officer informed Collector of Customs fishing boat found previous evening at anchor five miles down harbour; two men from fisheries police cutter put on board and master required to report at Custom House in morning. Master attempted to put to sea at night but prevented by fisheries police officers.

(Sd.) A. G. RUSSELL.

No. 131.

The Administrator to Mr. Stanhope.

[No. 31.]

HALIFAX, 21st September, 1886.

SIR,—I have the honour to enclose herewith for your information copy of a circular No. 373 of the Canadian Customs in relation to the coasting trade of the Dominion.

I understand that a General Regulation dealing with this subject is now in course of preparation by the Department of Customs for confirmation by my Privy Council.

I shall take care that a copy of this document is forwarded for your information whenever it is available.

I have, &c.,

(Sd.) A. G. RUSSELL.

The Right Honourable

EDWARD STANHOPE,
&c., &c., &c.

[Enclosure No. 1.]

CUSTOMS DEPARTMENT,

OTTAWA, 14th August, 1886.

[Circular No. 373.]

SIR,—Numerous seizures have been recently made by Officers of the Special Agent's Branch of this Department, which, with other evidence in the possession of the Department, goes to show that great laxity exists on the part of Collectors and other Customs Officers, in connection with traffic going on in small open boats and fishing vessels between Canadian and foreign ports.

I am directed by the Hon. the Minister of Customs to call your attention to certain requirements of the Customs Law and Regulations bearing upon this subject, and to enjoin upon you the necessity for greater vigilance and a stricter enforcing of the law than you have apparently been in the habit of insisting upon.

Section 38 of the Customs Act declares that it shall not be lawful, unless otherwise authorized by the Governor in Council, to import goods, wares or merchandise from any port or place out of Canada in any vessel which has not been duly registered and has not a certificate of registry on board.

Sections 141 to 150 relating to the exportation of goods require that any vessel outward bound shall deliver to the Collector a proper entry and report of all goods on board, and prohibits officers giving clearances until such report and entry has been made, and fixes penalties for non-observance of these requirements.

Section 37 gives authority to the Governor in Council to make regulations respecting coasting voyages. These regulations you will find embodied in an Order in Council bearing date the 17th of April, 1883, they declare what shall be considered a coasting trade, and what vessels only can be allowed to conduct such trade, viz.: Only British registered vessels and boats wholly owned by British subjects, and such other boats and vessels as may be owned by the subjects of countries included in any treaty with Great Britain, by which the coasting trade is mutually conceded.

As there is no reciprocal coasting trade existing between Great Britain and the United States, United States vessels cannot be allowed to in any manner participate in such trade.

Coasters are not permitted to go on a foreign voyage without reporting in the same manner as would be required from all vessels not coasters.

Foreign vessels or boats must not be allowed to go from place to place in Canadian waters for the purpose of making up or seeking a cargo, as such a course would be in violation of the coasting regulations.

The Collector of a port may assign to such vessels a landing berth at any one place within the limits of his jurisdiction, but must not allow vessels to go from place to place in order to fill up or take in her cargo.

No permits are to be given under any circumstances, by Customs Officers, under cover of which, or under pretext of which, any law or regulation can be evaded.

Stringent means must be taken to confine all small or unregistered vessels within the strict limits allowed by law and regulations.

Vessels or boats of any kind or class, although of Canadian build, or owned by Canadians, which have been entered as personal property, or otherwise, and on which duty has been paid in any foreign port, must be considered strictly as foreign boats, and excluded from any rights that might attach to them had they not been so entered, as such entry changes their nationality as much so as if they had been formally registered.

In order to insure the better protection of the revenue, it is absolutely necessary that these instructions receive your closest attention, and that all vessels irrespective of their nationality be required to observe the same.

I have the honour to be, Sir,
Your obedient servant,

(Sd.) W. G. PARMELEE,
Assistant Commissioner.

No. 132.

The Administrator to Mr. Stanhope.

(No. 32.)

CANADA, HALIFAX, N.S., 21st September, 1886.

SIR,—I have the honour to enclose herewith a certified copy of a minute of my Privy Council, embodying a Report of the Minister of Customs for the Dominion in

relation to the alleged improper treatment of the United States' fishing schooner "Rattler," in being required to report to the Collector of Customs at Shelburne, Nova Scotia, when seeking that harbour for shelter.

The reply of the Collector to the enquiries addressed to him in respect to this matter is appended to the Minister's Report, and in it the facts of the case, as set forth in my telegram of the 14th instant are given.

I have communicated your Despatch No. 195 of the 1st instant forwarding Mr. Bayard's protest concerning this case to my Ministers and requested to be furnished with a report thereon, which I shall forward for your information as soon as it has been received.

I have, &c.,

(Sd.)

A. G. RUSSELL.

The Right Honourable

EDWARD STANHOPE,

Colonial Office.

[Enclosure No. 1.]

[No. 356G.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada approved by His Excellency the Administrator of the Government in Council, on the 16th September, 1886.

The Committee of Council have had before them a cablegram from the Right Honourable the Secretary of State for the Colonies, dated 1st September, 1886, as follows:—

"Report should be made as to treatment United States' fishing boat 'Rattler,' alleged compelled report Customs when seeking Shelburne Harbour. Despatch follows by mail."

The Minister of Customs, to whom the cablegram was referred for immediate report, caused a telegram to be forwarded to the Collector of Customs at Shelburne to the effect that it was "stated that United States' fishing boat 'Rattler' compelled report Customs when seeking Shelburne Harbour; what were circumstances; answer by telegram, and report in full by mail," and he submits the report, dated 6th September, instant, from Mr. Atwood, the Collector of Customs at Shelburne.

The Committee advise that Your Excellency be moved to cable a copy of the report above mentioned for the information of the Right Honourable the Secretary of State for the Colonies.

(Sd.)

JOHN J. McGEE,

Clerk, Privy Council, Canada.

[Enclosure No. 2.]

CUSTOM HOUSE,

SHELburne, 6th September, 1886.

SIR,—I have to acknowledge receipt of your telegram of 4th instant, relative to schooner "Rattler," and I wired an answer this morning as requested.

On the morning of 4th ultimo, Chief Officer of "Terror," accompanied by Captain A. F. Cunningham, called at this office. Captain Cunningham reported his vessel inwards, as follows, viz. "Schooner 'Rattler,' of Gloucester, 93 tons register, 16 men, from Fishing Bank, with 465 barrels mackerel, came in for shelter." I was afterwards informed by the officer of cutter that they found the schooner the evening before at anchor off Sandy Point, five miles down the harbour; two men from cutter were put on board, and the master required to report at Customs in the morning. I was also informed that the master, Captain Cunningham, made an attempt to put to sea in the night, by hoisting sails, weighing anchor, &c., but was stopped by officers from cutter.

I am, &c.,

(Sd.)

W. W. ATWOOD,

Collector.

The COMMISSIONER OF CUSTOMS,
Ottawa.

No. 133.

The Administrator to Mr. Stanhope.

HALIFAX, N.S., 25th September, 1886.

SIR,—With reference to your despatch of the 5th ultimo, transmitting a copy of a letter from the Foreign Office with a copy of a note from Mr. Bayard protesting against the action of Captain Kent, of the Dominion cruiser "General Middleton," in refusing Stephen R. Balkam permission to buy fish from Canadians, I have the honour to forward herewith a copy of an approved report of a Committee of the Privy Council embodying a report of my Minister of Marine and Fisheries on the subject.

I have, &c.,

(Sd.)

A. G. RUSSELL.

[Enclosure No. 1]

[No. 332G.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Administrator of the Government in Council on the 21st September, 1886.

The Committee of the Privy Council have had under their consideration a despatch dated 5th August, 1886, from the Right Honourable the Secretary of State for the Colonies transmitting a copy of a letter from the Foreign Office with a copy of a note from Mr. Bayard protesting against the action of Captain Kent of the Dominion cruiser "General Middleton" in refusing Stephen R. Balkam permission to buy fish from Canadians.

The Minister of Marine and Fisheries to whom the despatch and enclosures were referred, submits the following report from the First Officer of the "General Middleton":—

HALIFAX, 25th August, 1886.

"I have the honour to state that when boarding several boats in St. Andrew's Bay I asked Stephen R. Balkam, if the boat he was in was American. He replied that he thought she was. I informed him that if she was American he could not take fish from the weirs on the English side without a permit from the Collector of Customs at St. Andrews or West Isles.

"He asked permission to take the fish from the weirs in Kelly's Cove without a permit. I declined to accede to his request.

"Mr. Balkam went around the point in his boat and after accosting several others I met him again evidently trying to evade my instructions. I told him that he must not take the fish without permission from the Customs. He left for the American shore and I returned to the 'Middleton.'

"Mr. Stephen R. Balkam I have known for some years. He formerly belonged to St. Andrews but is now living in Eastport. His business is to carry sardines from the English side to Eastport for canning purposes."

The Minister is of opinion, in view of the above, that in warning Mr. Balkam, that if his boat belonged to the United States he could not take herring from the weirs without first having reported at the Custom House, Mr. Kent acted within the scope of the law and his instructions.

The Committee respectfully advise that Your Excellency be moved to transmit a copy of this minute to the Right Honourable the Secretary of State for the Colonies as requested in his despatch of the 5th August last.

(Sd.)

JOHN J. McGEE,
Clerk, Privy Council, Canada.

No. 134.

Mr. Stanhope to the Administrator.

[No. 218.]

DOWNING STREET, 6th October, 1886.

MY LORD,—I have the honor to transmit to Your Lordship herewith a copy of a letter from the Foreign Office enclosing copy of a despatch from Her Majesty's Minister at Washington, with a note from the Secretary of State of the United States calling attention to the alleged refusal of the Collector of Customs at Port Mulgrave, Nova Scotia, to allow the master of the United States' fishing vessel "Mollie Adams" to purchase barrels to hold a supply of water for the return voyage.

I have to request that you will obtain from your Government an early report in reference to this case.

I have, &c.,

(Sd.) EDWARD STANHOPE.

THE OFFICER ADMINISTERING
The Government of Canada.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 4th October, 1886.

SIR,—I am directed by the Earl of Idlesleigh to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a despatch from Her Majesty's Minister at Washington enclosing a copy of a note from the United States' Secretary of State, calling attention to an alleged refusal of the Collector of Customs at Port Mulgrave, Nova Scotia, to allow the master of the United States' fishing vessel "Mollie Adams" to purchase barrels to hold a supply of water for the return voyage; and I am to request that a report on the subject may be obtained from the Dominion Government.

I have, &c.,

(Sd.) J. PAUNCEFOTE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Sir L. West to the Earl of Idlesleigh.

[Treaty No. 82.]

WASHINGTON, 11th September, 1886,

MY LORD,—I have the honour to transmit herewith a copy of a note from the Secretary of State dated the 10th inst., calling attention to the case of an American fishing vessel the "Mollie Adams", on account of the alleged refusal of the Collector of Customs at Port Mulgrave, Nova Scotia, to allow the master of the "Mollie Adams" to purchase barrels to hold a supply of water for the return voyage.

I have, &c.,

(Sd.) L. S. S. WEST.

THE EARL OF IDLESLEIGH,
&c., &c., &c.

[Enclosure No. 3.]

United States' Secretary of State to Sir L. S. West.

WASHINGTON, 10th September, 1886.

SIR,—It is my duty to ask you to bring to the attention of Her Britannic Majesty's Government the treatment lately experienced by an American fishing vessel, the "Mollie Adams," of Gloucester, Mass., at the hands of the Collector of Customs at Port Mulgrave, in the Strait of Canso, Nova Scotia.

By the sworn statement of Solomon Jacobs, master of the schooner "Mollie Adams," it appears that on the 31st ult., whilst on his homeward voyage, laden with fish from the fishing banks, he was compelled to put into Port Mulgrave to obtain water, and duly made report and entry at the Custom House.

The water tank of the vessel having been burst in his voyage by heavy weather, he asked permission of the Collector to purchase two or three barrels to hold a supply of water for his crew on their homeward voyage of about 500 miles. The application was refused and his vessel threatened with seizure if barrels were purchased. In consequence the vessel was compelled to put to sea with an insufficient supply of water, and in trying to make some other port wherein to obtain water a severe gale was encountered which swept away his deck load of fish and destroyed two seine boats.

This inhospitable, indeed, inhuman conduct on the part of the Customs Officer in question should be severely reprimanded, and for the infraction of Treaty rights and commercial privileges, compensation equivalent to the injuries sustained, will be claimed from Her Majesty's Government.

I have, &c.,

(Sd.) T. F. BAYARD.

The Honourable

SIR L. S. WEST, K.C.M.G.,
&c., &c., &c.

(Telegram.)

No. 135.

Secretary of State for the Colonies to the Administrator.

6th October, 1886.

When may we expect answer to my despatch 195, "Rattler?"

(Sd.) SECRETARY OF STATE.

(Telegram.)

No. 136.

Secretary of State for Colonies to Administrator.

10th October, 1886.

When may we expect answer to my despatch Magdalen Islands?

(Sd.) SECRETARY OF STATE.

No. 137.

¹ *Mr. Stanhope to the Administrator.*

DOWNING STREET, 12th October, 1886.

MY LORD,—I have the honour to transmit to you, for communication to Your Government, a copy of a letter with its enclosures from the Foreign Office, relative
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to the case of the United States' fishing vessel "Crittenden," and I request that you will move your Ministers to furnish me with an immediate report on the subject.

I have, &c.,

(Sd.) EDWARD STANHOPE.

THE OFFICER ADMINISTERING
The Government of Canada.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 6th October, 1886.

SIR,—I am directed by the Earl of Idlesleigh to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a despatch from Her Majesty's Minister at Washington enclosing a copy of a note from the United States' Secretary of State calling attention to the case of the United States' fishing schooner "Crittenden," which it is alleged put into Steep Creek, in the Straits of Canso, for water, and was threatened with seizure in consequence, and I am to request that a report on the subject may be obtained from the Dominion Government as soon as possible.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Sir L. S. West to the Earl of Idlesleigh.

[Treaty No. 86.]

WASHINGTON, 24th September, 1886.

MY LORD,—I have the honour to enclose to Your Lordship herewith copy of a further note which I have received from the Secretary of State bringing to my attention the case of the American fishing schooner "Crittenden," which he alleges put into Steep Creek, in the Straits of Canso, for water, and which was threatened with seizure in consequence.

I have, &c.,

(Sd.) L. S. S. WEST.

THE EARL OF IDLESLEIGH,
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Sir L. West.

WASHINGTON, 23rd September, 1886.

SIR,—I have the honour to bring to your attention an instance which has been brought to my knowledge of an alleged denial of one of the rights guaranteed by the Convention of 1818 in the case of an American fishing vessel.

Captain Joseph E. Graham, of the fishing schooner "A. R. Crittenden," of Gloucester, Mass., states under oath, that on or about the 21st of July last, on a return trip from the open sea fishing grounds to his home port, and while passing through the Straits of Canso, he stopped at Steep Creek for water. The Customs officer at that place told him that if he took in water his vessel would be seized; whereupon he sailed without obtaining the needed supply, and was obliged to put his men on short allowance of water during the passage homeward.

I have the honour to ask that Her Britannic Majesty's Government cause investigation to be made of the reported action of the Customs officer at Steep Creek, and, if the facts be as stated, that he be promptly rebuked for his unlawful and inhumane conduct in denying to a vessel of a friendly nation a general privilege which is not only held sacred under the maritime law of nations, but which is expressly confirmed to the fishermen of the United States throughout the Atlantic coasts of British North America by the 1st Article of the Convention of 1818.

It does not appear that the "A. R. Crittenden" suffered other damage by this alleged inhospitable treatment, but, reserving that point, the incident affords an illustration of the vexatious spirit in which the officers of the Dominion of Canada appear to seek to penalize and oppress those fishing vessels of the United States lawfully engaged in fishing which from any cause are brought within their reach.

I have, &c.,

(Sd.) T. F. BAYARD.

The Honourable

SIR L. WEST, K.C.M.G.,
&c., &c., &c.,

No 138.

Mr. Stanhope to the Administrator.

[No. 223.]

DOWNING STREET, 15th October, 1886.

MY LORD,—With reference to previous correspondence relative to the North American fisheries question, I have the honour to transmit to you for the information of your Government a copy of a letter with its enclosure from the Foreign Office on the subject.

I have, &c.,

(Sd.) EDWARD STANHOPE.

THE OFFICER ADMINISTERING

The Government of Canada.

[Enclosure No. 1.]

Foreign Office to the Colonial Office.

FOREIGN OFFICE, 5th October, 1886.

SIR,—With reference to my letter of the 9th August last, I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a despatch from Her Majesty's Minister at Washington reporting that the United States' Senate Committee, for investigating the fisheries question, will leave shortly for Canada.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Sir L. Sackville West to the Earl of Idlesleigh.

WASHINGTON, 19th September, 1886.

MY LORD,—With reference to Mr. Hardinge's despatch, No. 73 of this series, of the 26th of July last, I have the honor to inform Your Lordship that the Senate Committee, composed of Senators Edmunds, Frye, Saulsbury, Morgan and George, to investigate the Fisheries Question between Canada and the United States, will, it is said, leave shortly for the Dominion in order to prepare the report for the next Session of Congress, in December.

I am, &c.,

(Sd.) L. S. SACKVILLE WEST.

THE EARL OF IDDESLEIGH,
&c., &c., &c.

No. 139.

The Administrator to Mr. Stanhope.

[No. 66.]

HALIFAX, N.S., 27th October, 1886.

SIR,—I have the honour to transmit herewith a copy of an approved minute of the Privy Council of Canada, expressing the regret of my Government at the action of the Canadian cutter "Terror" in lowering the United States' flag from the United States' fishing schooner "Marion Grimes," of Gloucester, Mass., while that vessel was under detention at Shelburne, N.S., by the Collector of Customs at that port for the infraction of the Customs Regulations.

I have communicated a copy of this Order in Council to Her Majesty's Minister at Washington.

I have, &c.,

(Sd.) A. RUSSELL.

The Right Honourable
EDWARD STANHOPE.

[Enclosure No. 1.]

[No. 1927.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Administrator of the Government in Council on the 26th October, 1886.

On a report dated 14th October, 1886, from the Honourable Mackenzie Bowell, for the Minister of Marine and Fisheries, stating that on Monday 11th October inst., the United States fishing schooner "Marion Grimes" of Gloucester, Mass., was under detention at Shelburne, Nova Scotia, by the Collector of Customs at that port, for an infraction of the Customs Regulations, that while so detained and under the surveillance of the Canadian Government cutter "Terror," the captain of the "Marion Grimes" hoisted the United States' flag.

The Minister further states that it appears that Captain Quigley, of the "Terror," considered such act as an intimation that there was an intention to rescue the vessel, and requested Captain Landry to take the flag down. This request was complied with; an hour later, however, the flag was again hoisted, and on Captain Landry being asked if his vessel had been released, and replied that she had not. Captain Quigley again requested that the flag be lowered. This was refused, when Captain Quigley himself lowered the flag, acting under the belief that while the "Marion Grimes" was in possession of the Customs authorities, and until her case had been adjudicated upon, the vessel had no right to fly the United States' flag.

The Minister regrets that he should have acted with undue zeal although Captain Quigley may have been technically within his right while the vessel was in the custody of the law.

The Committee advise that Your Excellency be moved to forward a copy of this minute, if approved, to the Right Honourable the Secretary of State for the Colonies and to Her Majesty's Minister at Washington expressing the regret of the Canadian Government at the occurrence.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE.
Clerk, Privy Council, Canada.

No. 140.

Sir L. West to the Administrator.

[No. 22.]

WASHINGTON, 28th October, 1886.

MY LORD,—I have the honour to enclose to Your Lordship herewith copy of a note which I have received from the Secretary of State, together with copy of encl-

sure asking for authentic information respecting the Canadian laws regulating the sale and exportation of fresh herring from Grand Manan Island.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

His Excellency

GENERAL LORD ALEXANDER RUSSELL,
&c., &c., &c.

[Enclosure No. 1.]

DEPARTMENT OF STATE,
WASHINGTON, 27th October, 1886.

SIR,—I enclose copies of two letters received at this Department from Geo. Steele, President of the American Fishing Union, at Gloucester, Mass.

The object of these letters is to obtain authentic information of the administration of Canadian laws regulating the sale and exportation of fresh herring from Grand Manan Island and its vicinity, a trade which, the writer avers, has been carried on almost exclusively in American vessels for many years.

By the statements of the letter of Mr. Steele, dated 25th October, it appears that, although the vessels employed in this trade are duly registered in their home port as fishing vessels, yet that so far as the proposed trade is concerned, they are not manned nor equipped, nor in any way prepared for taking fish, but their use is confined to the carriage of fish as merchandise to ports in the United States—a commercial transaction *pur et simple*.

May I ask the favour of an early response to the enquiries propounded by Mr. Steele.

I have, &c.

(Sd.) T. F. BAYARD.

The Honourable

SIR L. S. S. WEST, K.C.M.G.,
&c., &c., &c.

[Enclosure No. 2.]

OFFICE OF GLOUCESTER MUTUAL FISHING INSURANCE CO.,
GLOUCESTER, MASS., 18th October, 1886.

SIR,—The season is approaching when American vessels have been accustomed to buy herring at the Grand Manan Island and vicinity and bring them to Boston, Gloucester, New York and Philadelphia.

The present position of the Dominion Government as to that trade concerns our interests greatly, and the fish trade desire to be informed whether that Government now considers the purchase of herring as open to American vessels either when registered or licensed with permit to trade.

We do not wish to explore their power of seizing or detaining these vessels or of inflicting fines, if they object to our vessels continuing in that business, we prefer to keep away from these shores until the Dominion Government is better advised.

I apply to you for this information which our merchants need, because I know of no other mode of obtaining it in a reliable shape.

I am, &c.,

(Sd.) GEO. STEELE,
President American Fishery Union.

The Honourable

T. F. BAYARD.

&c., &c., &c.

P.S.—This trade in winter herring has been carried on in our vessels almost exclusively for many years and fifty or a hundred cargoes come in usually during the fall, winter and spring. They are largely consumed as food and to some extent used as bait in our winter fishing to Georges and the banks. It is very rare for a British vessel to bring herring to our ports.

[Enclosure No. 3.]

OFFICE OF GLOUCESTER MUTUAL FISHING INSURANCE CO.,
GLOUCESTER, MASS., 25th October, 1886.

SIR,—I have the pleasure to acknowledge the receipt of your letter dated 20th October. My original enquiry referred both to vessels under license and to those sailing under a register. Your letter satisfies the enquiry as to those licensed for the fisheries.

We still desire to be informed as to whether vessels under registry of the United States will be allowed to enter at Grand Manan and other ports, and load and export herring to the United States. Such vessels will be manned by a sailing crew on wages, and not by a fishing complement of sharemen, nor will they carry the fishing gear which such vessels use, when fishing under a fishing license.

The fishing interests I assure you appreciate the courtesy of your offer to procure this information seasonably for them.

I remain, &c.,

(Sd.) GEO. STEELE,
President American Fishing Union.

Honourable T. F. BAYARD,

(Telegram.)

No. 141.

Administrator to the Secretary of State for Colonies.

29th October, 1886.

"Rattler" report goes by to-morrow's mail.

(Sd.) A. RUSSELL

No. 142.

The Administrator to Mr. Stanhope.

[No. 71.]

HALIFAX, 29th October, 1886.

SIR,—I have the honour to forward herewith a copy of an approved minute of the Privy Council of Canada furnishing the report asked for in your despatch No. 195 of the 1st September last respecting the alleged unfriendly treatment of the United States' fishing schooner "Rattler" in being required to report to the Collector of Customs, at Shelburne, N.S., when seeking that harbour for shelter.

I beg also to draw your attention to the statement of the Captain of the "Terror," appended to the above Order in Council, which gives the facts concerning the cases of the "Shiloh" and "Julia Ellen" a report as to which was requested in your despatch No. 203 of the 9th ultimo.

I have, &c.,

(Sd.) A. RUSSELL

The Right Honourable
EDWARD STANHOPE,
&c., &c., &c.

402g.

[Enclosure No. 1.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Administrator of the Government in Council on the 28th October, 1886.

The Committee of the Privy Council have had their attention called by a cablegram from the Right Honourable Mr. Stanhope, as to when he may expect answer to despatch No. 195 "Rattler."

The Honourable Mr. Bowell, for the Minister of Marine and Fisheries, to whom the papers were referred, submits for the information of His Excellency in Council that having considered the statements, copies of which are annexed, of Captain Quigley of the Govern

ment cutter "Terror" and of the Collector of Customs at Shelburne with reference to the subject matter of the despatch, he is of opinion that these officers only performed their respective duties in the case of the "Rattler," and that no just ground exists for the complaint put forward in Mr. Bayard's despatch of a "violation of that hospitality which all civilized nations prescribe," or of a "gross infraction of Treaty stipulations."

The Minister states that it does not appear at all certain from the statements submitted that this vessel put into Shelburne for a harbour in consequence of stress of weather. It does, however, appear that immediately upon the "Rattler's" coming into port, Captain Quigley sent his Chief Officer to inform the Captain of the "Rattler" that before sailing he must report his vessel at the Custom House, and left on board the "Rattler" a guard of two men to see that no supplies were landed or taken on board or men allowed to leave the vessel during her stay in Shelburne Harbour. That at midnight the guard fired a shot as signal to the cruiser, and the First Officer at once again proceeded to the "Rattler," and found the sails being hoisted and the anchor weighed preparatory to leaving port. The Captain being informed he must comply with the Customs regulations and report his vessel, he headed her up the harbour. That on the way up she became becalmed when the First Officer of the "Terror" took the Captain of the "Rattler" in his boat and rowed him to the town, when the Collector of Customs received his report at the unusual hour of 6 a.m., rather than detain him, and the Captain with his vessel proceeded to sea.

The Minister observes that under Section 25 of the Customs Act every vessel entering a port in Canada is required to immediately report at the Customs, and the strict enforcement of this regulation as regards United States' fishing vessels, has become a necessity, in view of the illegal trade transactions carried on by United States' fishing vessels when entering Canadian ports under pretext of their Treaty privileges.

That under these circumstances a compliance with the Customs Act, involving only the report of a vessel, cannot be held to be a hardship or an unfriendly proceeding.

The Minister, in view of the repeated groundless complaints of being harshly treated that have been made during the present season by the captains of United States' fishing vessels, and in almost every instance traceable to a refusal or neglect to observe the Customs regulations which it is proper to state are enforced upon other vessels as well as those of the United States, submits herewith, a letter written by Captain Blake of the United States' fishing schooner "Andrew Burnham," which appear in the Boston (Mass.) *Herald*, of the 7th instant, and also the editorial comment thereon, made in a subsequent issue of the paper referred to.

The Minister believes that the statements made by Captain Blake are strictly accurate, and as applied to other vessels are substantiated by the weekly boarding reports received by the Fisheries Department from the different captains engaged in the Fisheries Protection Service. He, the Minister, therefore, respectfully submits that the reflections of Mr. Secretary Bayard characterising the treatment extended to the captain of the "Rattler" as unwarrantable and unfriendly is not merited in view of the facts as stated by Captain Quigley and Collector Atwood.

The Committee concur in the report of the Acting Minister of Marine and Fisheries, and advise that Your Excellency be moved to transmit a copy of this Minute, if approved, to the Right Honourable Her Majesty's Principal Secretary of State for the Colonies.

All which is respectfully submitted for Your Excellency's approval.

(Sd.)

JOHN J. MCGEE,
Clerk, Privy Council, Canada.

[Enclosure No. 2.]

CAPTAIN BLAKE'S LETTER.

A FISHERMAN'S TALE.

What a Boston Skipper says of His Experience in Canadian Waters.

The following letter which appears in the Boston *Herald* conveys a different impression to many statements that have appeared on the subject:—

So much has been written and printed about the experiences of American fishermen in Canadian waters, and the indignities put on them, I wish you would open your columns and

give your readers an insight into the other side of the story. I sailed from Boston for North Bay on June 16, not knowing just what the cutters would do or how the law would be interpreted. I neared the coast with fear and anxiety. The first land sighted was Whitehead, and immediately cries came from aloft: "Cutter in sight ahead!" I rushed to the deck, found the vessel which proved to be the "Houlett," commanded by Capt. Lorway, nearing us rapidly. At time of sighting the cutter we were standing inshore. She hoisted her flags to let us know what she was, and we immediately "about ship" and put to sea to get out of her way, for fear we might be placed on the prize list of the captures. We finally headed up for Port Mulgrave in Canso, expecting to receive rough usage from the authorities, but to our surprise found Collector Murray a perfect gentleman, willing to assist me as far as he could without encroaching on the Canadian laws. From there we put in at Port Hawkesbury and boarded the cutter "Conrad," and asked the captain for instructions in regard to the three-mile limit, and what privileges, if any, we had. I was answered, in a courteous and hearty way, that he did not have them aboard, but would go ashore in a few moments and get me a printed copy of the regulations, which he did, and assured us that if we followed them we would be unmolested; that he was there to see that the law was not violated, but not to cause unnecessary annoyance. After receiving instructions from the Captain, thanks to him, I went to the Custom House and entered my vessel, paying twenty-five cents. I found a very pleasant gentleman in the collector, who did all in his power to relieve my mind and make us comfortable.

Souris was our next port of landing, where we also reported, and were well treated. From there we went to Malpeque, where we found another gentleman in the collector. We met the cutter "Houlett" at Cascumpec, and had several interviews with her commander, Captain Lorway, whom I found a quiet, just and gentlemanly officer. My vessel was one of the fleet ordered out of harbour by him. At that time it was as good a fish day as one could ask for, and the instructions were plain that at such times we had no right to remain in harbour. At no time is there much water to spare on the bar, and it is a common occurrence for vessels to ground in going in or out, and that some did touch was due to ignorance of the channel or carelessness on the part of captains. At the time the order was issued the weather was fair, but before all the fleet could work out through the channel, one of the sudden changes in weather, so much to be dreaded on such a coast, came, and the cutter rescinded the order and the fleet returned. It has been printed in a Boston paper that, owing to being forced to sea by the cutter's orders in bad weather, my schooner, the "Andrew Burnham," fouled two Englishmen and narrowly escaped serious damage. If true it would look like a hardship. It was simply this: In getting under way, in a small and crowded space, finding I would not have room, I dropped our starboard anchor. That not holding, we let go the other, and it brought us up all right; not much in this to point to as an outrage or danger from stress of weather. I believe Captain Lorway to be a man who would carry out all the requirements of the Canadian laws, but I saw nothing in my experience in those waters that could be considered as being arbitrary, or taking a mean advantage of his official authority to annoy anyone. Captain Lorway has been a master of vessels for twenty-five years, is a man of high reputation as a seaman, and as good a judge of whether the weather is favourable for a vessel to go to sea as any man who walks a deck, and when he ordered the fleet to sea he went himself, and I know he would not order a vessel to leave harbour if there was any danger of loss of life or property. We reported at Cascumpec, and were treated the same as at all other ports we touched at. If our vessels would attend to reporting at the Custom House, the same as they do in our ports, no trouble would be met with.

If we had "free fish" it would give the Canadians some recompense for what our fishermen want, viz., the right to go anywhere and everywhere, use their harbours, ship men, get provisions, land and mend our nets, buy salt and barrels, and ship our catch home by rail or steamer without expense or annoyance, the same as we have heretofore.

If we had had that privilege this year, myself and vessel would have been \$3,000 better off this season, and all the fishermen in the bay would have been in the same boat with me. I do not say that I am too honest not to fish within the three-mile limit, nor do I believe there is a vessel in the fleet who would not, if the cutter was out of sight. I made two trips to the bay, both of which were very successful, and I lived up to the requirements of the law as well as I knew how, and did not find them obnoxious, or to interfere with my success, and everywhere I went I was courteously treated by the officials—especially so by both the cutters. Should it be a bay year next season, I hope to meet them again. Those who openly preached that they would go where they pleased, do what they wanted to in spite of law or cutters, shipped men, smuggled or openly fished inside of the limit, and indulged in the satisfaction of damning the cutter, the captain, the Government and everything else when they knew they could do it with impunity, and that the men they were talking to could not resent it by word or blow, were looked after sharp and were not extended the courtesy that was shown so many of us.

In the interest of fair-play I could not help writing you and asking you to give this to your readers, if not taking up too much of your valuable space.

Very respectfully,

CAPT. NATHAN F. BLAKE,
Schooner "Andrew Burnham" of Boston.

Boston, 6th October, 1886.

[Enclosure No. 3.]

Extract from the Boston Herald, dated the 9th October, 1886.

A FISHING CAPTAIN'S EXPERIENCE.

The letter of Captain Nathan F. Blake, of the fishing schooner "Andrew Burnham" of this city, which we published on Wednesday, would apparently indicate that the Canadian officials have not been disposed to push the requirements of their law quite as rigorously as some of our fishermen have maintained. Captain Blake says that he has experienced not the least trouble in his intercourse with the Canadian officials, but that, as he has treated them courteously, they on their side have reciprocated in like terms. There is, undoubtedly, a great deal of bitterness felt on both sides, and probably this bitterness has led both parties to be ungracious in their own conduct, and to exaggerate the wrongs they have endured, hardships frequently due to an unwillingness to observe the requirements of the law as these are now laid down. If all American fishing captains exhibited the same courtesy and moderation that Captain Blake has shown, we imagine that there would be very little trouble in arriving at an equitable and pleasing understanding with Canada.

[Enclosure No. 4.]

SHELburne, 30th September, 1886.

SIR,—I beg to acknowledge the receipt of your letter of the 27th instant, requesting the circumstances connected with the boarding of the vessels "Rattler," "Julia and Ellen," and "Shilo."

In the case of the "Rattler," she came into Shelburne harbour on the evening of the 4th of August, at 6 o'clock. She being at some distance from where I was anchored, and it being too rough to send my boat so far, I fired a musket signal for her to round to, which she did and came to an anchor alongside of my vessel.

I then sent the chief officer to board her. He reported she put in for shelter. The captain was then told by the chief officer to report his vessel before he sailed, and that he must not let his men on shore, and that he would leave two men, who are always armed, on board to see that he did not otherwise break the law.

About midnight the captain hoisted his sails to leave port, thereby evading the Customs law requiring him to report (for which I refer you to Section 25 of the Customs Act) and disregarding my instructions.

The watchmen fired a signal calling my attention to this act, when I sent the chief officer to tell the captain he must lower his sails and report his vessel in the morning, otherwise he would likely have his vessel detained.

He did so, and sailed up in company with the chief officer at 4 o'clock a.m. On the way up it fell calm and the vessel anchored. The chief officer with my boat's crew, rowed him up to the Custom House, where he reported at 6 a.m., and returned, passing out to sea at 8 a.m. The captain was only asked to report his vessel as all others do, but was not disposed to do so.

In the case of the "Julia and Ellen," she came into the harbour of Liverpool on the 9th of August, about 5 p.m. Being some distance from me I fired a blank musket shot to round her to. When she anchored, I boarded her and the captain reported that he came in for water. I told him to report his vessel in the morning as it was then after Customs' hours, and that he must not let his men ashore, and that I would leave two men on his vessel to see that my instructions were carried out, and to see that he did not otherwise break the law.

In the morning at 8 o'clock, I called for the captain to go to the Custom House and told him his men could go on and take water while he was reporting, so that he would be all ready to sail when he returned, which they did, and he sailed at noon.

In the case of the "Shilo," she came into the harbour about 6 p.m., on the 9th of August, at Liverpool, and a signal was fired in her case the same as the others.

When she anchored I boarded her, and the captain reported he was in for water. I told him it was then too late to report at the Customs till morning, and that he must not allow his crew on shore, also that I would leave two men on board to see that he did not otherwise break the law and that my instructions were carried out.

In the morning I called for the captain when taking the "Julia and Ellen's" captain ashore. When there I told him, as I did the other, that his men could go on taking water while he was reporting, so that he could sail when he returned and not be delayed. This they did not do.

I have reason to know that it was not water this vessel came in for, as several of the crew lived there, and it was for the purpose of letting his men ashore and not for taking water that he put in. He afterwards emptied six barrels of water, stating they were sour, and fooled all day filling them, delaying the time that he might get his crew on shore. I refused to allow his crew on shore for any other purpose than to take water, after completing which, the weather being fine, I ordered him to sea in the evening.

The signals that were fired were not intended to make them come to quickly, but as a signal for them to either round to or show their ensign.

After the "Shilo" sailed, the harbour master informed me that she landed two men at the mouth of the harbour, seven miles down, before she reported, and the evening she sailed she called after dark and picked them up.

In many cases it is an understood thing between the captains and crews to let the men ashore and then make out they deserted. In all cases where a vessel puts in for shelter, the captain reports, and the rest of his crew are not allowed ashore, as the vessel only put in for the privilege of shelter, and for no other purpose.

When she puts in for water, after reporting, the captain is allowed to take his boats and the men he requires to procure water, and the rest remain on board, after which he is ordered to sea. When in for repairs, he is allowed all the privileges he requires after reporting, and when ready is ordered to sea. In all cases, except when in for repairs, I place men on board to see that the law is not violated, as many of those vessels put into the harbour and make taking water and seeking shelter an excuse either to get men or land them, or to allow them a chance to see their friends, or to get goods ashore if the vessel is on her way from American ports to the fishing grounds, and have landed men here and at other ports on this coast in my absence. In one case in this port a vessel, finding I was in the harbour, let men take a boat and land, she going on her way home to the States. That is why I put men on these vessels, to keep them from breaking the law under cover of night.

I might remark here that the Collector of Customs at Liverpool informed me that the "Shilo" on her previous voyage remained in port five days after being ordered out, delaying for the purpose of letting the men be with their friends.

Now that they are not allowed all the privileges they once enjoyed it is an outrage on my part.

These are the facts connected with those vessels, which I reported to Captain Scott while in Halifax sometime ago.

I treat all courteously but firmly, and find no trouble with any but a few who wish to evade the law.

I am, Sir,

(Sd.)

THOMAS QUIGLEY,
Government Cruiser "Terror."

Major JOHN TILTON,
Deputy Minister of Fisheries,
Ottawa.

[ENCLOSURE No. 5.]

CUSTOMS HOUSE, SHELBURNE, 6th September, 1886.

SIR,—I have to acknowledge receipt of your telegram of 4th inst. relative to schooner "Rattler" and I wired an answer this morning as requested.

On the morning of 4th ulto., Chief Officer of "Terror" accompanied by Captain A. F. Cunningham called at this office. Captain Cunningham reported his vessel inwards as follows:—viz.: "schooner 'Rattler' of Gloucester, 93 tons register, 16 men, from fishing banks with 465 barrels mackerel; came in for shelter."

I was afterwards informed by the officer of cutter that they found the schooner the evening before at anchor off Sandy Point, five miles down the harbour. Two men from cutter were put on board, and the master required to report at Customs in the morning.

I was also informed that the master, Captain Cunningham, made an attempt to put to sea in the night, by hoisting sails, weighing anchor, &c., but was stopped by officers from cutter.

I am, Sir,
(Sd.)

W. H. ATWOOD, *Collector.*

To Commissioner of Customs,
Ottawa.

No. 143.

The Administrator to Mr. Stanhope.

HALIFAX, 30th October, 1886.

SIR,—With reference to your telegraphic message of the 22nd August, and to your despatch of the 25th August, transmitting a copy of a despatch from Her Majesty's Charge d'Affairs at Washington, with a note from Mr. Bayard, complaining of the action of the Customs Officer at Magdalen Islands with reference to the American fishing schooner "Mascotte." I have the honour to forward herewith a copy of an approved Minute of the Privy Council of Canada, embodying a report of the Minister of Marine and Fisheries on the subject.

I have, &c.,

(Sd.)

A. RUSSELL.

The Right Honourable

EDWARD STANHOPE.

&c., &c., &c.

No. 361g.

[Enclosure No. 1.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council of Canada, approved by His Excellency the Administrator of the Government in Council on the 30th October, 1886.

The Committee of the Privy Council have had under consideration a telegram of the 22nd August and a despatch of the 25th August last from the Right Honourable the Secretary of State for the Colonies, transmitting copy of a letter from Her Majesty's Minister at Washington, enclosing a note from Mr. Secretary Bayard, complaining of the action of the Customs Officer at Magdalen Islands with reference to the American fishing schooner "Mascotte."

The Minister of Marine and Fisheries, to whom the correspondence was referred, observes that Mr. Bayard, in his note to the British Minister at Washington, says:—

"I am also in possession of the affidavit of Alex. T. Vachem, master of the American fishing schooner 'Mascotte' who entered Port Amherst, Magdalen Islands, and was there threatened by the Customs Official with seizure of his vessel if he attempted to obtain bait for fishing or take a pilot." And from a report of the Customs Officer at Magdalen Islands, a copy of which, so far as it relates to the case in point, is hereto annexed; it appears that no grounds exist for the complaint made by the master of the "Mascotte."

The Minister states that Captain Vachem was served with a printed copy of the "warning," and was in addition informed by the Collector that under the Treaty of 1818 he had no right to buy bait or to ship men. He was not forbidden to take fish, but on the contrary the Collector pointed out to him on the chart the places in which by the Convention of 1818, he as a United States' fisherman, had the right to inshore fishing, and one of the places so pointed out to him was the Magdalen Islands.

Notwithstanding the "warning" and the personal explanation of the Collector it appears that Captain Vachem did go up the country and attempt to hire men and upon his return informed the Collector that he could not get any. For this, clearly an illegal Act, he was not interfered with by the Collector.

The Minister further observes that the Convention of 1818, while it grants to United States' fishermen the right of fishing in common with British subjects on the shores of the Magdalen Islands, does not confer upon them privileges of trading or of shipping men, and it was against possible acts of the latter kind and not against fishing inshore, or seeking the rights of hospitality guaranteed under the Treaty, that Captain Vachem was warned by the Collector.

With reference to the remark of the Colonial Secretary that "Her Majesty's Government would recommend that special instructions should be issued to the authorities at the places where the inshore fishery has been granted by the Convention of 1818 to the United States' fishermen, calling their attention to the provisions of that Convention and warning them that no action contrary thereto may be taken in regard to United States' fishing vessels," the Minister states that the circular instructions issued to Collectors of Customs, recite the articles of the Convention of 1818 which grant to United States' fishermen the right to take fish upon the shores of the Magdalen Islands and of certain parts of the Coast of Labrador and Newfoundland, which instructions the Collector in question had received and the import of which his report shows him to be familiar with.

In addition to this the Commander of the Fishery Protection steamer "La Canadienne" was ordered to visit Magdalen Islands and explain fully to Collectors there, the extent of their powers.

The Minister in view of these instructions, printed and oral, does not deem it necessary to send further special orders.

The Committee concurring in the foregoing report, advise that Your Excellency be moved to transmit a copy hereof, if approved, to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for Your Excellency's approval.

(Sd.)

JOHN J. McGEE,
Clerk, Privy Council, Canada..

[Enclosure No. 2.]

CUSTOM HOUSE,
MAGDALEN ISLANDS, 28th August, 1886.

SIR,—I beg to acknowledge the receipt of your telegram respecting captain of the schooner "Mascotte's" report in reference to my having threatened him with seizure.

I replied on receipt: "'Mascotte' information incorrect. Particulars per mail Tuesday."
Particulars.

On the arrival of the captain I served him with a "warning;" personally informed him he could not buy bait or ship men.

I say this to all American fishermen. He tried, however, to hire, went up the country to hire, but could not hire a man.

I saw him and men go up and on his return he told me he could not hire. I did not oppose him. He intended halibutting at Seven Islands, Dominion. I found this out since. I deny having said I would seize him if he obtained bait, himself or crew. I did not use the term but it suits the captain or owners to use it as it serves their meaning to make the report good.

I particularly showed him where, on the chart, he had the right to fish inshore, to wit: At the Magdalen Islands, Cape Ray, &c., as per Treaty in my hands then.

I think I was very lenient with him and all American fishermen calling here, knowing their privileges.

I treated him so gentlemanly that I am surprised to hear he made the above inaccurate report to you.

Your obedient servant,

(Sd.) J. B. F. PAINCHAUD.
Collector Customs.

The Commissioner of Customs,
Ottawa.

(Telegram).

No. 144.

Secretary of State to Lord Lansdowne.

2nd November, 1886.

Please send properly authenticated copy of the Fishery Bill as soon as possible.

(Sd.) E. STANHOPE.

No. 145.

Mr. Stanhope to the Governor General.

DOWNING STREET, 4th November, 1886.

MY LORD,—I have the honour to acknowledge the receipt of your despatch, No. 238, of the 29th of July last, enclosing a copy of an approved report of your Privy Council, in reference to the Bill recently passed by the Parliament of Canada, and reserved by you for the signification of Her Majesty's pleasure, entitled "An Act further to amend the Act respecting Fishing by Foreign Vessels."

Her Majesty's Government, after having given their most attentive consideration to the question and to the views which have been urged by your Ministers, and having, moreover, had the advantage of considering the representations which you have yourself made upon the subject during your recent visit to this country, have come to the conclusion that they would not be justified in advising Her Majesty to withhold her assent from the Bill in question.

They will, therefore, be prepared to submit the Bill to Her Majesty for confirmation on receiving a transcript of it, properly authenticated in the usual form.

I have, &c.,

(Sd.) EDWARD STANHOPE.

Governor General.

The Most Honourable,

THE MARQUIS OF LANSDOWNE, G.C.M.G.,
&c., &c., &c.

(Telegram.)

No. 146.

Secretary of State for the Colonies to the Administrator.

6th November, 1886.

United States' Government protest against proceedings of Canadian authorities in case of "Pearl Nelson" and "Everitt Steele," said to have put into Arichat and Shelburne respectively, for purposes sanctioned by Convention. Particulars by post. Send report as soon as possible.

(Sd.) SECRETARY OF STATE.

No. 147.

Lord Lansdowne to Mr. Stanhope.

OTTAWA, 9th November, 1886.

SIR,—With reference to Earl Granville's despatch of the 24th June last respecting the fisheries question, and enclosing copies of two letters from the Foreign Office

and one from the United States' Minister in London, addressed to the Secretary of State for Foreign Affairs, I have the honour to transmit herewith a copy of an approved minute of the Privy Council of Canada concurring in a report of the Minister of Justice dealing with the points raised by Mr. Phelps in his note of the 2nd June last on the subject of the seizure of the United States' fishing vessel "David J. Adams" near Digby, Nova Scotia.

I have, &c.,

(Signed)

LANSDOWNE.

The Right Honourable

EDWARD STANHOPE,
&c., &c., &c.

[No. 273g.]

[Enclosure No. 1.]

CERTIFIED copy of a Report of Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Administrator of the Government in Council on the 2nd November, 1886.

The Committee of the Privy Council have had under consideration a despatch, dated 24th June, 1886, from the Right Honourable the Secretary of State for the Colonies, respecting the Fisheries Question, and enclosing copies of letters on the subject from the Foreign Office to the Colonial Office, and of one from Mr. Phelps to the Secretary of State for Foreign Affairs.

The Minister of Justice to whom the despatch and enclosures were referred, submits a report thereon, herewith.

The Committee concur in the said report and advise that Your Excellency be moved to transmit a copy thereof, if approved to the Right Honourable the Secretary of State for the Colonies.

All which is submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,

Clerk, Privy Council, Canada.

[Enclosure No. 2.]

To His Excellency the Administrator of the Government in Council.

DEPARTMENT OF JUSTICE, OTTAWA, 22nd July, 1886.

With reference to the despatch of the 24th June last, from the Secretary of State for the Colonies to Your Excellency respecting the fisheries question, and enclosing copies of letters on the subject from the Foreign Office to the Colonial Office, and of one from Mr. Phelps to the Secretary of State for Foreign Affairs, the undersigned has the honour to report as follows:—

The letter of Mr. Phelps seems designed to present to Earl Rosebery the case of the "David J. Adams," the fishing vessel seized a short time ago near Digby, in the Province of Nova Scotia.

Mr. Phelps intimates that he has received from his Government a copy of the report of the Consul General of the United States at Halifax, giving full details and depositions relating to the seizure, and that that report, and the evidence annexed to it, appear fully to sustain the points which he had submitted to Earl Rosebery at an interview which he had had a short time before the date of his letter.

The reports of the Consul General and the depositions referred to seem not to have been presented to Earl Rosebery, and their contents can only be inferred from the statements made in Mr. Phelps' letter.

These statements appear to be based on the assertions made by the persons interested in the vessel by way of defence against the complaint under which she was seized, but cannot be regarded as presenting a full or accurate representation of the case. The undersigned submits the facts in regard to this vessel, as they are alleged by those on whose testimony the Government of Canada can rely to sustain the seizure and detention.

The Offence as to the Treaty and Fishery Laws.

The "David J. Adams" was a United States' fishing vessel, whether, as alleged in her behalf, her occupation was deep sea fishing or not, and whether, as suggested, she had not been engaged, nor was intended to be engaged, in fishing in any limit proscribed by the Treaty of 1818 or not, are questions which do not, in the opinion of the undersigned, affect the validity of the seizure and of the proceedings subsequent thereto, for reasons which will be hereafter stated; but in so far as they may be deemed material to the defence, they are questions of fact which remain to be proved in the Vice-Admiralty Court of Halifax, in which the proceedings for the vessel's condemnation are pending, and in respect of which proof is now being taken, and inasmuch as the trial has not been concluded (much less a decision reached) it is perhaps premature for Mr. Phelps to claim the restoration of the vessel, and to assert a right to damages for her detention, on the assumption of the supposed facts above referred to.

It is alleged in the evidence on behalf of the prosecution that the "David J. Adams" being a United States' fishing vessel, on the morning of the 5th of May, 1886, was in what is called the "Annapolis Basin," which is a harbour on the north-west coast of Nova Scotia. She was several miles within the basin, and the excuse suggested (that the captain and crew may have been there through a misapprehension as to the locality) by the words of Mr. Phelps' letter, "Digby is a small fishing settlement and its harbour not defined," is unworthy of much consideration.

Digby is not a fishing settlement, although some of the people on the neighbouring shores engage in fishing. It is a town, with a population of about two thousand persons. Its harbour is formed by the Annapolis Basin, which is a large inlet of the Bay of Fundy, and the entrance to it consists of a narrow strait marked by conspicuous headlands which are little more than a mile apart. The entrance is called "Digby Gut" and for all purposes connected with this enquiry, the harbour is one of the best defined in America.

The "David J. Adams" was, on the morning of the 5th day of May, 1886, as has already been stated, several miles within the Gut. She was not there for the purpose of "shelter" or "repairs" nor "to purchase wood" nor "to obtain water." She remained there during the 5th and on the 6th May, 1886, she was lying at anchor about half a mile from the shore, at a locality called "Clements West."

On the morning of the 6th of May, 1886, the Captain made application to the owners of a fishing weir, near where he was laying for bait, and purchased four and a-half barrels of that article.

He also purchased and took on board, about two tons of ice. While waiting at anchor for these purposes the name of the vessel's "hailing place" was kept covered by canvas, and this concealment continued while she afterwards sailed down past Digby. One of the crew represented to the persons attending the weir that the vessel belonged to the neighbouring Province of New Brunswick. The Captain told the owner of the weir, when the Treaty was spoken of by the latter, that the vessel was under British register. The Captain said he would wait until the next morning to get more bait from the catch in the weir which was expected that day. At daybreak, however, on the morning of the 7th of May, 1886, the Government steamer "Lansdowne" arrived off Digby, and the "David J. Adams" got under way without waiting to take in the additional supply of bait, and sailed down the Basin towards the Gut.

Before she had passed Digby she was boarded by the First Officer of the "Lansdowne" and to him the Captain made the following statement: That he had come to that place to see his people, as he had formerly belonged there, that he had no fresh bait on board, and that he was from the "Banks" and bound for Eastport, Maine.

The officer of the "Lansdowne" told him he had no business there, and asked him if he knew the law. His reply was "Yes."

A few hours afterwards, and while the "David J. Adams," was still inside the Gut, the officer of the "Lansdowne," ascertaining that the statements of the Captain were untrue, and that bait had been purchased by him within the harbour on the previous day, returned to the "David J. Adams," charged the Captain with the offence, and received for his reply the assertion that the charge was false, and that the person who gave the information was a "liar."

The officer looked into the hold of the vessel and found the herring which had been purchased the day before, and which, of course, was perfectly fresh, but the Captain declared that this "bait" was ten days old.

The officer of the "Lansdowne" returned to his ship, reported the facts, and went again to the "Adams," accompanied by another officer, who also looked at the bait. Both returned to the "Lansdowne" and then conveyed to the "Adams" the direction that she should come to Digby and anchor near the "Lansdowne." This was, in fact, the seizure.

These are the circumstances by which the seizure was, in the opinion of Mr. Phelps, "much aggravated," and which makes it seem very apparent to him that the seizure "was not made for the purpose of enforcing any right, or redressing any wrong."

The fact that the seizure was preceded by visitations and searches was due to the statements of the master, and the reluctance of the officers of the "Lansdowne" to enforce the law until they had ascertained to a demonstration that the offence had been committed, and that the Captain's statements were untrue.

The Offence as to Customs' Laws.

The "David J. Adams," as already stated, was in the harbour upwards of forty eight hours, and, when seized, was proceeding to sea, without having been reported at any Customs House. Her business was not such as to make it her interest to attract the attention of the Canadian authorities, and it is not difficult, therefore, to conjecture the reason why she was not so reported, or to see that the reason put forward that Digby is but a small fishing settlement and its harbours not defined, "is a disingenuous one. In going to the weir to purchase bait, the vessel passed the Customs House at Digby, almost within hailing distance. When at the weir, she was within one or two miles of another Customs House (at Clementsport), and within about fifteen miles of another (at Annapolis). The master has not asserted that he did not know the law on this subject, as it is established that he knew the law in relation to the restriction on foreign fishing vessels.

The provisions of the Customs Act of Canada on this subject are not essentially different from those of his own country. The captain and crew were ashore during the 5th and 6th of May, 1886. The following provisions of the Customs Act of Canada apply:—

"The master of every vessel coming from any port or place out of Canada, or coastwise, and entering any port in Canada, whether laden or in ballast, shall go without delay, when such vessels is anchored or moored, to the Custom House for the port or place of entry where he arrives, and there make a report in writing to the collector or other proper officer, of the arrival and voyage of such vessel, stating her name, country and tonnage, the port of registry, the name of the master, the country of the owners, the number and the names of the passengers, if any, the number of the crew, and whether the vessel is laden or in ballast, and if laden, the marks and numbers of every package and parcel of goods on board, and where the same was laden, and the particulars of any goods stowed loose, and where and to whom consigned, and where any and what goods, if any, have been laden or unladen, or bulk has been broken, during the voyage, what part of the cargo, and the number and names of the passengers which are intended to be landed at that port, and what and whom at any other port in Canada, and what part of the cargo, if any, is intended to be exported in the same vessel, and what surplus stores remain on board, as far as any of such particulars are or can be known to him."—46 V., c. 12, s. 25.

"The master shall at the time of making his report, if required by the officer of Customs, produce to him the bills of lading of the cargo, or true copies thereof, and shall make and subscribe an affidavit referring to his report, and declaring that all the statements made in the report are true, and shall further answer all such questions concerning the vessel and cargo, and the crew and the voyage, as are demanded of him by such officer, and shall, if required, make the substance of any such answer part of his report."—46 V., c. 12, s. 28.

"If any goods are unladen from any vessel before such report is made, or if the master fails to make such report, or makes an untrue report, or does not truly answer the questions demanded of him, as provided in the next preceding section, he shall incur a penalty of four hundred dollars, and the vessel may be detained until such penalty is paid."—46 V., c. 12, s. 29.

Proceedings Following the Seizure.

These have been made the subject of a complaint by Mr. Phelps, although the explanations which were given in the previous memorandum of the undersigned (in reference to the letters of Mr. Bayard to Her Majesty's Minister at Washington) and in the report, on the same subject, of the Minister of Marine and Fisheries, laid before His Excellency the Governor General on the 14th June, ultimo, coupled with a disavowal by the Canadian Government of any intention that the proceedings in such cases should be unnecessarily harsh or pursued in a punitive spirit, might have been expected to be sufficient. After the seizure was made, the commander of the "Lansdowne" took the "David J. Adams" across the Bay of Fundy to Saint John, a distance of about forty miles. He appears to have had the impression that, as his duties would not permit him to remain at Digby, the vessel would not be secure from rescue, which has in several cases occurred after the seizure of fishing vessels. He believed she would be more secure in the harbour of Saint John, and that the legal proceedings, which in due course would follow, could be taken there. He was

immediately directed, however, to return with the vessel to Digby, as it seemed more in order, and more in compliance with the statutes relating to the subject, that she should be detained in the place of seizure, and that the legal proceedings should be taken in the Vice-Admiralty Court of the Province where the offence was committed. It does not seem to be claimed by the United States' authorities that any damage to the vessel, or that any injury or inconvenience to any one concerned was occasioned by this removal to Saint John, and by her return to Digby, occupying as they did but a few hours, and yet this circumstance seems to be relied on as aggravating "the seizure," and as depriving it of the character of a seizure made "to enforce a right or to redress a wrong."

Another ground of complaint is that in Digby "the paper alleged to be the legal precept for the capture and detention of the vessel was nailed to her mast in such a manner as to prevent its contents being read, and the request of the captain and of the United States' Consul General to be allowed to detach the writ from the mast, for the purpose of learning its contents, was positively refused by the Provincial official in charge; that the United States' Consul General was not able to learn from the commander of the 'Lansdowne' the nature of the complaint against the vessel, and that his respectful application to that effect was fruitless."

1. As to the position of the paper on the mast. It is not a fact that it was nailed to the vessel's mast "in such a manner as to prevent its contents being read." It was nailed there for the purpose of being read, and could have been read.

2. As to the refusal to allow it to be detached. Such refusal was not intended as a discourtesy, but was legitimate and proper. The paper purported to be, and was, a copy of the writ of summons and warrant which were then in the Registry of the Vice-Admiralty Court at Halifax. It was attached to the mast by the Officer of the Court, in accordance with the rules and procedure of that Court. The purposes for which it was so attached did not admit of any consent for its removal.

3. As to the desire of the Captain and of the United States' Consul General to ascertain the contents of the paper. The original was in the Registry of the Court, accessible to every person, and the Registry is within eighty yards of the Consul General's Office. All the reasons for the seizure were made known to the Captain days before the paper arrived to be placed on the mast, and before the Consul General arrived at Digby. These reasons were not only matters of public notoriety, but had been published in the newspapers of the Province, and in hundreds of other newspapers circulating throughout Canada and the United States. The Captain and the Consul General did not need, therefore, to take the paper from the mast in order to learn the causes of the seizure and detention.

4. As to the application of the Consul General having been fruitless. The fact has transpired that he had reported the seizure and its causes to his Government before the application was made. It has been already explained in the previous memorandum of the undersigned, and in the report of the Minister of Marine and Fisheries, that the application was for a specific statement of the charges, and that it was made to an officer who had neither the legal acquirements nor the authority to state them in a more specific form than that in which he had already stated them. The Commander of the "Lansdowne" requested the Consul General to make his request to the Minister of Marine and Fisheries, and if he had done so the specific statement which he desired could have been furnished in an hour.

It is hoped that the explanation already made, and the precautions which have been taken against even the appearance of discourtesy in the future, will, on consideration, be found to be satisfactory.

Incidents of the Customs Seizure.

Mr. Phelps presents the following views with respect to the claim that the "David J. Adams" besides violating the Treaty and the statutes relating to "fishing by foreign vessels," is liable to be detained for the penalty under the Customs Laws.

1. That this claim indicates the consciousness that the vessel could not be forfeited for the offence against the Treaty and Fishery Laws. This supposition is groundless. It is by no means uncommon, in legal proceedings, both in Canada and the United States, for such proceedings to be based on more than one charge, although any one of the charges would, in itself, if sustained, be sufficient for the purpose of the complainant. The success of this litigation, like that of all litigation, must depend not merely on the rights of the parties but on the proof which may be adduced as to a right having been infringed. In this instance it appears, from Mr. Phelps' letter, that the facts which are to be made the subject of proof are widely in dispute, and the Government of Canada could, with propriety, assert both its claims so that both of them should not be lost by any miscarriage of justice in regard to one of them. This was, likewise, the proper course to be taken in view of the fact that an appeal might, at any time, be made to the Government by the owners of the "David J. Adams" for remission

of the forfeiture incurred in respect of the Fishery Laws. The following is a section of the Canadian Statute relating to fishing by foreign vessels:—

"In cases of seizure under this Act the Governor in Council may direct a stay of proceedings, and in cases of condemnation, may relieve from the penalty, in whole or in part, and on such terms as are deemed right."—31 V., c. 61, s. 19.

It seemed necessary and proper to make at once any claim founded on infraction of the Customs Laws, in view of the possible termination of the proceedings by executive interference under this enactment. It would surely not be expected that the Government of Canada should wait until the termination of the proceedings under the Fishery Acts before asserting its claim to the penalty under the Customs Act. The owners of the offending vessel, and all concerned, were entitled to know, as soon as they could be made aware, what the claims of the Government were in relation to the vessel, and they might fairly urge that any which were not disclosed were waived.

2. Mr. Phelps' remarks that this charge is "not the one on which this vessel was seized" and "was an after thought." The vessel was seized by the commander of the "Lansdowne" for a violation of the Fishery Laws before the Customs authorities had any knowledge that such a vessel had come into the port, or had attempted to leave it, and the Commander was not aware at that time whether the "David J. Adams" had made proper entry or not. A few hours afterwards, however, the Collector of Customs at Digby ascertained the facts, and on the facts being made known to the head of his Department at Ottawa, was immediately instructed to take such steps as might be necessary to assert the claim for the penalty which had been incurred. The Collector did so.

3. Mr. Phelps asserts that the charge of breach of the Customs Law is not the one "which must now be principally relied on for condemnation." It is true that condemnation does not necessarily follow. The penalty prescribed is a forfeiture of four hundred dollars, on payment of which the owners are entitled to the release of the vessel.

If Mr. Phelps means by the expression just quoted, that the Customs' offence cannot be relied on, in respect to the penalty claimed, and that the vessel cannot be detained until that penalty is paid, it can only be said that in this contention the Canadian Government does not concur. Section 29 of the Customs' Act, before quoted, is explicit on that point.

4. It is also urged that the offence was at most "only an accidental and clearly technical breach of a Customs House regulation, by which no harm was intended and from which no harm came, and would in ordinary cases be easily condoned by an apology, and, perhaps, payment of costs." What has already been said under the heading, "The Offence (as to Custom Laws)," presents the contention opposed to the offence being considered as "accidental." The master of the "David J. Adams" showed by his language and conduct that what he did, he did with design and with the knowledge that he was violating the laws of the country. He could not have complied with the Customs Law without frustrating the purposes for which he had gone into port. As to the breach being a "technical" one, it must be remembered that with thousands of miles of coast, indented as the coasts of Canada are, by hundreds of harbours and inlets, it is impossible to enforce the Fishery Law without a strict enforcement of the Customs Laws. This difficulty was not unforeseen by the framers of the Treaty of 1818, who provided that the fishermen should be "under such restrictions as might be necessary to prevent their taking, drying, or curing fish, * * * or in any other manner whatever abusing the privileges reserved to them." No naval force which could be equipped by the Dominion would of itself be sufficient for the enforcement of the Fishery Laws. Foreign fishing vessels are allowed by the Treaty to enter the harbours and inlets of Canada, but they are allowed to do so only for specified purposes. In order to confine them to those purposes it is necessary to insist on the observance of the Customs Laws, which are enforced by officers all along the coast. A strict enforcement of the Customs Laws, and one consistent with the Treaty, would require that, even when coming into port for the purposes for which such vessels are allowed to enter our waters, a report should be made at the Customs House, but this has not been insisted on in all cases. When the Customs Laws are enforced against those who enter for other than legitimate purposes, and who choose to violate both the Fishery Laws and Customs Laws, the Government is far within its right, and should not be asked to accept an apology and payment of costs. It may be observed here, as affecting Mr. Phelps' demand for restoration and damages, that the apology and costs have never been tendered, and that Mr. Phelps seems to be of opinion that they are not called for.

5. Mr. Phelps is informed by the Consul General at Halifax that it is "conceded by the Customs authorities there that foreign fishing vessels have for forty years been accustomed to go in and out of the bay at pleasure, and have never been required to send ashore and report when they had no business with the port, and made no landing, and that no seizure had ever before been made, or claim against them for so doing." Nothing of this kind is, or could be conceded by the Customs authorities there, or elsewhere in Canada. The bay referred to, the Annapolis Basin, is like all the other harbours of Canada, except that it

is unusually well defined and land locked, and furnished with Customs Houses. Neither there, nor any where else, have foreign fishing vessels been accustomed to go in and out at pleasure without reporting. If they had been so permitted the fishery laws could not have been enforced, and there would have been no protection against illicit trading while the Reciprocity Treaty of 1854 and the fishery clauses of the Washington Treaty were in force, the Convention of 1818 being of course suspended, considerable laxity was allowed to United States' fishing vessels,—much greater than the terms of those treaties entitled them to, but the Consul General is greatly mistaken when he supposes that at other times the Customs laws were not enforced, and that seizures of foreign fishing vessels were not made for omitting to report. Abundant evidence on this point can be had.

In 1839, Mr. Vail, the Acting Secretary of State (United States) reported that most of the seizures (which then were considered numerous) were for alleged violations of the Customs Laws. (Papers relating to the Treaty of Washington, Vol. 6, p. 283, Washington Edition.) From a letter of the United States' Consul at Charlottetown, dated 19th August, 1870, to the United States' Consul General at Montreal, it appears that it was the practice of the United States' fishermen at that time to make regular entry at the port to which they resorted. The Consul said "here the fish-ermen enter and clear, and take out permits to land their mackerel from the collector, and as their mackerel is a free article in this island, there can be no illicit trade." In the year 1870, two United States' fishing vessels, the "H. W. Lewis" and the "Granada" were seized on like charges in Canadian waters.

What Mr. Phelps styles "a Customs House regulation" is an Act of the Parliament of Canada, and has for many years been in force in all the Provinces of the Dominion. It is one which the Government cannot at all alter or repeal, and which its officers are not at liberty to disregard.

6. It is suggested, though not asserted, in the letter of Mr. Phelps, that the penalty cannot reasonably be insisted on, because a new rule has been suddenly adopted without notice. The rule, as before observed, is not a new one, nor is its enforcement a novelty. As the Government of the United States chose to put an end to the arrangements under which the fishermen of that country were accustomed to frequent Canadian waters with so much freedom, the obligation of giving notice to those fishermen, that their rights were thereafter, by the action of their own Government, to be greatly restricted, and that they must not infringe the laws of Canada, was surely a duty incumbent on the Government of the United States, rather than on that of Canada. This point cannot be better expressed than in the language reported to have been recently used by Mr. Bayard, the United States' Secretary of State, in his reply to the owners of the "George Cushing," a vessel recently seized on a similar charge. "You are well aware that questions are now pending between this Government and that of Great Britain in relation to the justification of the rights of American fishing vessels in the territorial waters of British North America, and we shall relax no effort to arrive at a satisfactory solution of the difficulty. In the meantime it is the duty and manifest interest of all American citizens, entering Canadian jurisdiction, to ascertain and obey the laws and regulations there in force. For all unlawful depredations of property or commercial rights this Government will expect to procure redress and compensation for the innocent sufferers."

Interpretation of the Treaty.

Mr. Phelps after commenting in the language already quoted from his letter, on the claim for the Customs penalty, treats, as the only real question in the case, the question whether the vessel is to be forfeited for purchasing bait to be used in lawful fishing. In following his argument on this point, it should be borne in mind, as already stated, that, in so far as the fact of the bait having been intended to be used in lawful fishing is material to the case, that is a fact which is not admitted. It is one in respect of which the burden of proof is on the owners of the vessel, and it is one on which the owners have not yet obtained an adjudication by the tribunal before which the case has gone.

Mr. Phelps admits "that if the language of the Treaty of 1818 is to be interpreted literally, rather than according to its spirit and plain intent, a vessel engaged in fishing would be prohibited from entering a Canadian port for any purpose whatever, except to obtain wood or water, or to repair damages, or to seek shelter."

It is claimed on the part of the Government of Canada that this is not only the language of the Treaty of 1818, but "its spirit and plain intent." To establish this contention, it should be sufficient to point to the clear, unambiguous words of the Treaty. To those clear and unambiguous words Mr. Phelps seeks to attach a hidden meaning, by suggesting that certain "preposterous consequences" might ensue from giving them their ordinary construction. He says that with such a construction a vessel might be forfeited for entering a port "to post

a letter, to send a telegram, to buy a newspaper, to obtain a physician in case of illness, or a surgeon in case of accident, to land or bring off a passenger, or even to lend assistance to the inhabitants, &c.

There are probably few treaties or statutes, the literal enforcement of which might not in certain circumstances produce consequences worthy of being described as preposterous.

At most this argument can only suggest that in regard to this Treaty as in regard to every enactment its enforcement should not be insisted on where accidental hardships or "preposterous consequences are likely to ensue. Equity, and a sense of natural justice, would doubtless lead the Government with which the Treaty was made to abstain from its rigid enforcement for inadvertent offences, although the right so to enforce it might be beyond question. It is for this reason that inasmuch as the enforcement of this Treaty, to some extent, devolves on the Government of Canada, the Parliament of the Dominion has in one of the sections already quoted of the statute relating to "Fishing by foreign Vessels" (31 Vic. cap. 61, s. 19) entrusted the Executive with power to mitigate the severity of those provisions when an appeal to Executive interference can be justified. In relation to every law of a penal character the same power for the same purpose is vested in the Executive. Mr. Phelps will find it difficult, however, to discover any authority among the jurists of his own country or of Great Britain, or among the writers on International Law, for the position that against the plain words of a treaty or statute, an interpretation is to be sought which will obviate all chances of hardship and render unnecessary the exercise of the Executive power before mentioned.

It might fairly be urged against his argument, that the Convention of 1818 is less open to an attempt to change its plain meaning than even a statute would be. The latter is a declaration of its will by the supreme authority of the State, the former was a compact deliberately and solemnly made by two parties, each of whom expressed what he was willing to concede, and by what terms it was willing to be bound. If the purpose for which the United States desired that their fishing vessels should have the right to enter British American waters included other than those expressed, their desire cannot avail them now, nor be a pretext for a special interpretation, after they assented to the words "and for no other purpose whatever." If it was "preposterous" that their fishermen should be precluded from entering Provincial waters "to post a letter" or for any other of the purposes which Mr. Phelps mentions, they would probably never have assented to a treaty framed as this was. Having done so, they cannot now urge that their language was "preposterous" and that its effect must be destroyed by resort to "interpretation."

But that which Mr. Phelps calls "literal interpretation" is by no means so preposterous as he suggests, when the purpose and object of the treaty come to be considered. While it was not desired to interfere with ordinary commercial intercourse between the people of the two countries, the deliberate and declared purpose existed on the part of Great Britain, and the willingness existed on the part of the United States to secure, absolutely and free from the possibility of encroachment, the fisheries of the British possessions in America, to the people of those possessions, excepting as to certain localities in respect of which special provisions were made. To effect this it was not merely necessary that there should be a joint declaration of the right which was to be established, but that means should be taken to preserve that right. For this purpose a distinction was necessarily drawn between United States' vessels engaged in commerce and those engaged in fishing. While the former had free access to our coasts, the latter were placed under a strict prohibition.

The purpose was to prevent the fisheries from being poached on, and to preserve them to "the subjects of His Britannic Majesty in North America" not only for the pursuit of fishing within the waters adjacent to the coast (which can under the law of nations be done by any country) but as a basis of supplies for the pursuit of fishing in the deep sea. For this purpose it was necessary to keep out foreign fishing vessels, excepting in cases of dire necessity, no matter under what pretext they might desire to come in. The fisheries could not be preserved to our people if every one of the United States' fishing vessels that were accustomed to swarm along our coasts could claim the right to enter our harbours, "to post a letter, or send a telegram, or buy a newspaper, to obtain a physician in case of illness, or a surgeon in case of accident, to land or bring off a passenger, or even to lend assistance to the inhabitants in fire, flood or pestilence," or to "buy medicine" or to "purchase a new rope." The slightest acquaintance with the negotiations which led to the Treaty of 1818, and with the state of the fishery question preceding it, induces the belief that if the United States' negotiators had suggested these, as purposes for which their vessels should be allowed to enter our waters the proposal would have been rejected as "preposterous," to quote Mr. Phelps' own words. But Mr. Phelps appears to have overlooked an important part of the case, when he suggested that it is a "preposterous" construction of the treaty which would lead to the purchase of bait being prohibited. So far from such a construction being against "its spirit and plain intent," no other meaning would accord with that spirit and intent. If we adopt

one of the methods, contended for by Mr. Phelps, of arriving at the true meaning of the treaty, namely, having reference to the "attending circumstances," &c., we find that so far from its being considered by the framers of the treaty that a prohibition of the right to obtain bait would be a "preposterous" and an "extreme instance," a proposition was made by the United States' negotiators that the proviso should read thus: *Provided, "however, that American fishermen shall be permitted to enter such bays and harbours, for the purposes only of obtaining shelter, wood, water and bait," and the insertion of the word "bait" was resisted by the British negotiators and struck out. After this how can it be contended that any rule of interpretation would be sound which would give to United States' fishermen the very permission which was sought for on their behalf during the negotiations, successfully resisted by the British representatives and deliberately rejected by the framers of the convention?*

It is a well known fact that the negotiations preceding the Treaty had reference very largely to the deep sea fisheries, and that the right to purchase bait in the harbours of the British possessions, for the deep sea fishing was one which the United States' fishermen were intentionally excluded from. Referring to the difficulties which subsequently arose from an enforcement of the Treaty, an American author says: "It will be seen that most of those difficulties arose from a change in the character of the fisheries. Cod being caught on the banks were seldom pursued within the three mile limit, and yet it was to cod, and perhaps halibut, that all the early negotiations had reference."

"The mackerel fishing had now sprung up in the Gulf of St. Lawrence, and had proved extremely profitable. This was at that time an inshore fishery."—(Schuyler's American Diplomacy, page 411.)

In further amplification of this argument the undersigned would refer to the views set forth in the memorandum, before mentioned, in the letters of Mr. Bayard, in May last, and to those presented in the report of the Minister of Marine and Fisheries, approved on the 14th June, ultimo.

While believing, however, that Mr. Phelps cannot, by resort to any such matters, successfully establish a different construction for the Treaty from that which its words present, the undersigned submits that Mr. Phelps is mistaken as to the right to resort to any matters outside the Treaty itself to modify its plain words. Mr. Phelps expresses his contention thus: "It seems to me clear that the Treaty may be considered in accordance with those ordinary and well settled rules, applicable to all written instruments, which, without such salutary assistance, must constantly fail of their purpose. By these rules the letter often gives way to the intent, or rather is only used to ascertain the intent, and the whole document will be taken together, and will be considered in connection with the attending circumstances, the situation of the parties and the object in view, and thus the literal meaning of an isolated clause is often shown not to be the meaning really understood or intended." It may be readily admitted that such rules of interpretation exist, but when are they to be applied? Only when "interpretation" is necessary. When the words are plain in their ordinary meaning, the task of interpretation does not begin, Vattel says, in reference to the "Interpretation of Treaties: "

"The first general maxim of interpretation is that, *it is not allowable to interpret what has no need of interpretation.* When the deed is worded in clear and precise terms; when its meaning is evident, and leads to no absurd conclusion, there can be no reason for refusing to admit the meaning which such deed naturally presents. To go elsewhere in search of conjectures, in order to restrict or extend it, is but an attempt to elude it."

Those cavillers who dispute the sense of a clear and determinate article are accustomed to seek their frivolous subterfuges in the pretended intentions and views which they attribute to its author. It would be very often dangerous to enter with them into the discussion of those supposed views that are pointed out in the piece itself. The following rule is better calculated to foil such cavillers and will at once cut short all chicanery. *If he who could, and ought to have explained himself clearly and fully, has not done it, it is the worse for him; he cannot be allowed to introduce subsequent restrictions which he has not expressed.* This a maxim of the Roman Law: *Pactionem obscuram tis nocere in quorum fuit potestate legem apertius conscribere.* The equity of this rule is glaringly obvious and its necessity is not less evident." (Vattel's "Interpretation of Treaties" Liv. II, Cap. 17.)

Sedgewich, the American writer, on the "Construction of Statutes," (and treaties are constructed by much the same rules as statutes), says, at page 194: "The rule is, as we shall constantly see, cardinal and universal, that if the statute is plain and unambiguous, there is no room for construction or interpretation. The Legislature has spoken, their intention is free from doubt, and their will must be obeyed. '*It may be proper,*' it has been said in Kentucky, in giving a construction to a statute, to look to the effects and consequences, when its provisions are ambiguous, or the Legislative intention is doubtful. But when the law is clear and explicit, and its provisions are susceptible of but one interpretation, its con-

sequences, if evil, can only be avoided by a change of the law itself, to be effected by legislative and not judicial action. So too it is said by the Supreme Court of the United States, where a law is plain and unambiguous, whether it be expressed in general or limited terms, the Legislature should be intended to mean what they have plainly expressed, and consequently no room is left for construction."

At the tribunal of Arbitration at Geneva, held under the Washington Treaty in 1872, a similar question arose. Counsel for Her Majesty's Government presented a supplemental argument in which the ordinary rules for the interpretation of Treaties were invoked. Mr. Evarts, one of the Counsel for the United States, and afterwards Secretary of State, made a supplemental reply, in which the following passage occurs: "At the close of the special argument we find a general presentation of canons for the construction of Treaties, and some general observations as to the light, or the controlling reason, under which these rules of the Treaty should be construed. These suggestions may be briefly dismissed. It certainly would be a very great reproach to these nations, which had deliberately fixed upon three propositions, as expressive of the law of nations in their judgment for the purposes of this trial, that a resort to general instructions, for the purpose of interpretation, was necessary. Eleven canons of interpretation drawn from Vattel are presented in order, and then several of them, as the case suits, are applied as valuable in elucidating this or that point of the rules. But the learned Counsel has omitted to bring to your notice the first and most general rule of Vattel, which being once understood, would, as we think, dispense with any consideration of the subordinate canons, which Vattel has introduced, to be used only in case his first general rule does not apply. This first proposition is that *"it is not allowable to interpret what has no need of interpretation."* (Washington Treaty Papers, Vol. III. pp. 446-7.)

In a letter of Mr. Hamilton Fish to the United States' Minister in England, on the same subject, dated 16th April, 1872, the following view was set forth:—

"Further than this it appears to me that the principles of English and American law (and they are substantially the same) regarding the construction of Statutes and Treaties and of written instruments generally, would preclude the seeking of evidence of interest outside the instrument itself. It might be a painful trial on which to enter, in seeking the opinions and recollections of parties to bring into conflict the differing expectations of those who were engaged in the negotiation of an instrument."—(Washington Treaty Papers, Vol. II, page 473.)

But even at this barrier, the difficulty in following Mr. Phelps' argument, by which he seeks to reach the interpretation he desires, does not end after taking a view of the Treaty which all authorities thus forbid. He says: "Thus regarded, it appears to me clear that the words 'for no other purpose whatever,' as employed in the Treaty, mean 'for no other purpose inconsistent with the provisions of the Treaty.'"

Taken in that sense the words would leave no meaning, for no other purpose would be consistent with the Treaty, excepting those mentioned.

He proceeds, "or prejudicial to the interests of the Provinces or their inhabitants." If the United States' authorities are the judges as to what is prejudicial to those interests, the Treaty will have very little value. If the Provinces are to be the judges, it is most prejudicial to their interests that United States' fishermen should be permitted to come into their harbours on any pretext, and it is fatal to their fishery interests that those fishermen, with whom they have to compete at such a disadvantage in the markets of the United States, should be allowed to enter for supplies and bait, even for the pursuit of the deep sea fisheries. Before concluding his remarks on this subject, the undersigned would refer to a passage in the answer on behalf of the United States to the case of Her Majesty's Government, as presented to the Halifax Fisheries Commission in 1877: "The various incidental and reciprocal advantages of the Treaty, such as the privileges of traffic, purchasing bait and other supplies, are not the subject of compensation, because the Treaty of Washington confers no such rights on the inhabitants of the United States, who now enjoy them merely by sufferance, and who can at any time be deprived of them by the enforcement of existing laws, or the re-enactment of former oppressive Statutes."

Mr. Phelps has made a lengthy citation from the Imperial Act, 59 Geo. III, cap. 38, for the purpose of establishing:—

1st. That the penalty of forfeiture was not incurred by any entry into British ports, unless accompanied by fishing, or preparing to fish, within the prohibited limits.

2nd. That it was not the intention of Parliament, or its understanding of the Treaty, that any other entry should be regarded as an infraction of the provisions of that Act.

As regards the latter point it seems to be effectually disposed of by the quotation which Mr. Phelps has made. The Act permits fishermen of the United States to enter into the bays or harbours of His Britannic Majesty's Dominions in America for the purposes named in the Treaty, "and for no other purpose whatever," and after enacting the penalty of forfeiture, in regard to certain offences, provides a penalty of £200 sterling against any person other

wise offending against the Act. It cannot, therefore, be successfully contended that Parliament intended to permit entry into the British American waters for the purchase of bait or for any other than the purposes specified in the Treaty.

As to the first point it is to be observed that the penalty of forfeiture was expressly pronounced as applicable to the offence of fishing or preparing to fish. It may be that forfeiture is incurred by other illegal entry, contrary to the Treaty and contrary to the Statute. It may also be contended that preparing within the prohibited limits to fish in any place is the offence at which the penalty is aimed, or it may be that the preparing within these waters to fish, is evidence of preparing to fish within the prohibited waters under the Imperial Statute, and especially under the Canadian Statute which places the burden of proof on the defendant.

The undersigned does not propose, at this time, to enter into any elaborate argument to show the grounds on which the penalty of forfeiture is available, because that question is one which is more suitable for determination by the courts, to whose decision it has been referred in the very case under consideration.

The decision in the case of the "David J. Adams" will be soon pronounced, and as the Government of Canada will be bound by the ultimate judgment of competent authority on this question, and cannot be expected to acquiesce in the view of the United States' Government, without such judgment, any argument of the case in diplomatic form would be premature and futile.

In order, however, to show that Mr. Phelps is in error when he assumes that the practical construction hitherto given to the Treaty is in accordance with his views, it is as well to state that in the year 1815 the Commander of one of Her Majesty's ships of war seized four United States' fishing vessels, (see Sabine on Fisheries), and again in 1817 the Imperial Government acted on the view that they had the right to seize foreign vessels encroaching on the fishing grounds. Instructions were issued by Great Britain to seize foreign vessels fishing or at anchor in any of the harbours or creeks in the British North American possessions; or within their maritime jurisdictions, and send them to Halifax for adjudication. Several vessels were seized and information was fully communicated to the Government of the United States. This, it will be remembered, was not only before the Treaty, but before the Imperial Act above referred to.

The following were the words of the Admiralty instructions then issued: "On your meeting with any foreign vessel fishing or at anchor in any of the harbours or creeks in His Majesty's North American Provinces, or within our maritime jurisdiction, you will seize and send such vessel so trespassing to Halifax for adjudication, unless it should clearly appear that they have been obliged to put in there in consequence of distress, acquainting me with the cause of such seizure, and every other particular, to enable me to give all information to the Lord's Commissioners of the Admiralty."

Under these instructions eleven or twelve American fishing vessels were seized in Nova Scotia on 8th June, 1817, in consequence of their frequenting some of the harbours of that Province.

In 1818 the fishing vessels "Nabby" and "Washington" were seized and condemned for entering and harbouring in British American waters.

In 1839 the "Java," "Independence," "Magnolia" and "Hart" were seized and confiscated, the principal charge being that they were within British American waters without legal cause.

In 1840 the "Papineau" and "Mary" were seized and sold for purchasing bait.

In the spring of 1819 a United States' fishing vessel named the "Charles" was seized and condemned in the Vice-Admiralty Court in New Brunswick for having resorted to a harbour of that Province after warning and without necessity.

In the year 1871 the United States' fishing vessel "J. H. Nickerson" was seized for having purchased bait within three marine miles of the Nova Scotia shore, and condemned by the judgment of Sir William Young, Chief Justice of Nova Scotia, and Judge of the Court of Vice-Admiralty. The following is a passage from his judgment: "The vessel went in, not to obtain water or men, as the allegation says, but to purchase or procure bait (which as I take it, is a preparing to fish), and it was contended that they had a right to do so, and that no forfeiture accrued on such entering. The answer is, that if a privilege to enter our harbours for bait was to be conceded to American fishermen it ought to have been in the Treaty, and it is too important a matter to have been accidentally overlooked. We know, indeed, from the State papers, that it was not overlooked, that it was suggested and declined. But the Court, as I have already intimated, does not insist upon that as a reason for its judgment. What may be fairly and justly insisted on is, that beyond the four purposes specified in the Treaty—shelter, repairs, water and wood—here is another purpose or claim, not specified, while the Treaty itself declares that no such other purpose or claim shall be received to justify an entry. It appears to me an inevitable conclusion that the "J. H. Nickerson" in entering

the Bay of Ingonish for the purpose of procuring bait, while there, became liable to forfeiture and upon the true construction of the Treaty and Acts of Parliament was legally seized." (Vide Halifax Com., Vol. III., pp. 3398, Washington Edition).

In view of these seizures and of this decision it is difficult to understand the following passages in the letter of Mr. Phelps: "The practical construction given to the Treaty, down to the present time, has been in entire accord with the conclusions thus deduced from the Act of Parliament. The British Government has repeatedly refused to allow interference with American fishing vessels, unless for illegal fishing, and has given explicit orders to the contrary."

"Judicial authority upon the question is to the same effect. That the purchase of bait by American fishermen in the Provincial ports has been a common practice is well known, but in no case, so far as I can ascertain, has a seizure of an American vessel ever been enforced on the ground of the purchase of bait, or of any other supplies. On the hearing before the Halifax Fishery Commission in 1877-78 this question was discussed and no case could be produced of any such condemnation. Vessels shown to have been condemned were in all cases adjudged guilty either of fishing or preparing to fish, within the prohibited limits."

Although Mr. Phelps is under the impression that "in the hearing before the Halifax Fishery Commission in 1877 this question was discussed and no case could be produced of any such condemnation," the fact appears in the records of that Commission, as published by the Government of the United States, that on a discussion which there arose, the instances above mentioned were nearly all cited, and the judgment of Sir William Young in the case of the "J. H. Nickerson" was presented in full, and it now appears among the papers of that Commission (see Vol. III., Documents and Proceedings of Halifax Commission, page 3398, Washington edition). The decision in the case of the "J. H. Nickerson" was subsequent to that in the case of the "White Fawn" mentioned to the exclusion of all the other cases referred to by Mr. Phelps. Whether that decision should be re-affirmed or not is a question more suitable for judicial determination than for discussion here.

Right of the Dominion Parliament to Make Fishery Enactments.

Mr. Phelps deems it unnecessary to point out that it is not in the power of the Canadian Parliament to alter or enlarge the provisions of the Act of the Imperial Parliament, or to give to the Treaty a construction or legal effect not warranted by that Act.

No attempt has ever been made by the Parliament of Canada or by that of any of the Provinces to give a "construction" to the Treaty, but the undersigned submits that the right of the Parliament of Canada, with the Royal assent given in the manner provided in the constitution, to pass an Act on this subject to give that Treaty effect, or to protect the people of Canada from the infringement of the Treaty provisions, is clear beyond question. An Act of that Parliament duly passed, according to constitutional forms, has as much the force of law in Canada and binds as fully offenders who may come within its jurisdiction, as any Act of the Imperial Parliament.

The efforts made on the part of the Government of the United States to deny and refute the validity of Colonial statutes on this subject have been continued for many years, and in every instance have been set at naught by the Imperial authorities and by the judicial tribunals.

In May, 1870, this vain contention was completely abandoned. A circular was issued by the Treasury Department at Washington, in which circular the persons to whom it was sent were authorized and directed to inform all masters of fishing vessels that the authorities of the Dominion of Canada had resolved to terminate the system of granting fishing licenses to foreign vessels.

The circular proceeds to state the terms of the Treaty of 1818, in order that United States' fishermen might be informed of the limitation thereby placed on their privileges. It proceeds further to set out at large the Canadian Act of 1868, relating to fishing by foreign vessels, which has been hereinbefore referred to.

The fishermen of the United States were by that circular expressly warned of the nature of the Canadian statute which it is now once more pretended is without force, but no intimation was given to those fishermen that these provisions were nugatory, and would be resisted by the United States' Government. Lest there should be any misapprehension on that subject, however, on 9th June of the same year, less than a month after that circular, another circular was issued from the same Department, stating again the terms of the Treaty of 1818, and these containing the following paragraph:—

"Fishermen of United States are bound to respect the British laws for the regulation and preservation of the fisheries, to the same extent to which they are applicable to British and Canadian fishermen." The same circular, noticing the change made in the Canadian

Fishery Act of 1868, by the Amendment of 1870, makes this observation: "It will be observed that the warning formerly given is not required under the amended Act, but that vessels trespassing are liable to seizure without such warning."

The Canadian Statute of 1886.

Mr. Phelps is again under an erroneous impression, with regard to the statute introduced at the last session of the Dominion Parliament.

He is informed that "since the seizure the Canadian authorities have pressed, or are pressing through the Canadian Parliament, in much haste, an Act, which is designed, for the first time in the history of the legislation under this Treaty, to make the facts upon which the American vessels have been seized illegal, and to authorize proceedings against them therefor."

The following observations are appropriate in relation to this passage of Mr. Phelps' letter:—

1. The Act which he refers to, was not pressed with haste. It was passed through the two Houses in the usual manner, and with the observance of all the usual forms. Its passage occupied probably more time than was occupied in the passage through the Congress of the United States, of a measure which possesses much the same character, and which will be referred to hereafter.

2. The Act has no bearing on the seizures referred to.

3. It does not make any Act illegal which was legal before, but declares what penalty attaches to the offences which were already prohibited.

It may be observed, in reference to the charges of "undue haste" and of "legislating for the first time in the history of the legislation under the Treaty," that before the Statute referred to had become law the United States' Congress passed a Statute containing the following section:—

"That whenever any foreign country whose vessels have been placed on the same footing in the ports of United States as American vessels (the coastwise trade excepted) shall deny to any vessels of the United States any of the commercial privileges accorded to national vessels in the harbours, ports, or waters of such foreign country, the President, on receiving satisfactory information of the continuance of such discriminations against any vessels of the United States, is hereby authorized to issue his proclamation, excluding, on and after such time as he may indicate, from the exercise of such commercial privileges in the ports of the United States as are denied to American vessels in the ports of such foreign country, all vessels of such foreign country of a similar character to the vessels of the United States thus discriminated against and suspending such concessions previously granted to the vessels of such country, and on and after the date named in such proclamation for it to take effect, if the master, officer or agent of any vessel of such foreign country excluded by said proclamation from the exercise of any commercial privileges shall do any act prohibited by said proclamation, in the ports, harbours, or waters of the United States for or on account of such vessel, such vessel, and its rigging, tackle, furniture and boats, and all the goods on board shall be liable to seizure and to forfeiture to the United States, and any person opposing any officer in the United States in the enforcement of this Act, or aiding and abetting any other person in such opposition, shall forfeit eight hundred dollars, and shall be guilty of a misdemeanor, and, upon conviction, shall be liable to imprisonment for a term not exceeding two years." Sec: 17 of Act No. 85 of Congress, 1886.

This enactment has all the features of hostility which Mr. Phelps has stigmatized as "unprecedented in the history of legislation under the Treaty."

Enforcement of the Acts Without Notice.

Mr. Phelps insisted upon what he regards as "obvious grounds of reason and justice" and "upon common principles of comity," that previous notice should have been given of the "new and stringent restrictions" it was intended to enforce.

It has already been shown that no new restrictions have been attempted. The case of the "David J. Adams" is proceeding under the Statutes which have been enforced during the whole time when the Treaty had operation.

It is true that for a short time prior to the Treaty of Washington, and when expectations existed of such a Treaty being arrived at, the instructions of 1870, which are cited by Mr. Phelps, were issued by the Imperial authorities. It is likewise true that under these instructions the rights of Her Majesty's subjects in Canada were not insisted on, in their entirety. These instructions were obviously applicable to the particular time at which and the particular circumstances under which they were issued by Her Majesty's Government.

But it is obviously unfair to invoke them now, under wholly different circumstances, as establishing a "practical construction" of the Treaty, or as affording any ground for claiming that the indulgence which they extended should be perpetual.

The fishery clauses of the Treaty of Washington were annulled by a notice from the Government of the United States, and, as has already been urged, it would seem to have been the duty of that Government, rather than of the Government of Canada, to have warned its own people of the consequences which must ensue. This was done in 1870 by the circulars from the Treasury Department at Washington, and might well have been done at this time.

Mr. Phelps has been pleased to stigmatize "the action of the Canadian authority in seizing and still detaining the 'David J. Adams' as not only unfriendly and discourteous, but altogether unwarrantable."

He proceeds to state that that vessel "had violated no existing law," although his letter cites the statute which she had directly and plainly violated, and he states that she "had incurred no penalty that any known statute imposed," while he has quoted at large the words which inflict a penalty for the violation of that statute. He declares, it seems impossible for him to escape the conclusion that "this and similar seizures were made by the Canadian authorities for the deliberate purpose of harassing and embarrassing the American fishing vessels in the pursuit of their lawful employment," and that the injury is "very much aggravated by the motives which appear to have prompted it."

He professes to have found the real source of the difficulty in "the irritation which has taken place among a portion of the Canadian people, on account of the termination by the United States' Government of the Washington Treaty," and in a desire to drive the United States, by "harassing and annoying their fishermen, into the adoption of a new Treaty, by which Canadian fish shall be admitted free," and he declares that "this scheme is likely to prove as mistaken in policy as it is unjustifiable in principle."

He might, perhaps, have more accurately stated the real source of the difficulty had he suggested that the United States' authorities have long endeavoured, and are still endeavouring, to obtain that which, by their solemn Treaty, they deliberately renounced, and to deprive the Canadian people of that which by Treaty the Canadian people lawfully acquired.

The people of the British North American Provinces, ever since the year 1818 (with the exception of those periods in which the Reciprocity Treaty and the Fishery clauses of the Washington Treaty prevailed) have, at enormous expense, and with great difficulty, been protecting their fisheries against encroachments by fishermen of the United States, carried on under every form and pretext, and aided by such denunciations as Mr. Phelps has thought proper to reproduce on this occasion. They value no less now than they formerly did the rights which were secured to them by the Treaty, and they are still indisposed to yield those rights, either to individual aggression or official demands.

The course of the Canadian Government since the rescission of the Fishery clauses of the Washington Treaty has been such as hardly to merit the aspersions which Mr. Phelps has used. In order to avoid irritation, and to meet a desire which the Government represented by Mr. Phelps professed to entertain for the settlement of all questions which could re-awaken controversy, they conceded, for six months, after the expiration of those clauses, all the benefits which the United States' fishermen had enjoyed under them, although during that interval the Government of the United States enforced against Canadian fishermen the laws which those fishery clauses had suspended.

Mr. Bayard, the United States' Secretary of State, has made some recognition of these facts in a letter which he is reported to have written recently to the owners of the "David J. Adams." He says—

"More than one year ago I sought to protect our citizens engaged in fishing from results which might attend any possible misunderstanding between the Governments of Great Britain and the United States, as to the measure of their mutual rights and privileges in the territorial waters of British North America. After the termination of the Fishery Articles of the Treaty of Washington, in June last, it seemed to me then, and seems to me now, very hard that differences of opinion between the two Governments should cause loss to honest citizens, whose line of obedience might be thus rendered vague and uncertain, and their property be brought into jeopardy. Influenced by this feeling I procured a temporary arrangement, which secured our fishermen full enjoyment of all Canadian fisheries, free from molestation, during a period which would permit discussion of a just international settlement of the whole fishery question; but other counsels prevailed, and my efforts further to protect fishermen from such trouble as you now suffer, were unavailing."

"At the end of the interval of six months, the United States' authorities concluded to refrain from any attempt to negotiate for larger fishery rights for their people, and they have continued to enforce their Customs laws against the fishermen and people of Canada."

The least they could have been expected to do under these circumstances was to leave to the people of Canada the full and unquestioned enjoyment of the rights secured to them by Treaty.

The Government of Canada has simply insisted upon those rights, and has presented to the legal tribunals its claim to have them enforced.

The insinuations of ulterior motives, the imputations of unfriendly dispositions, and the singularly inaccurate representation of all the leading features of the questions under discussion may, it has been assumed, be passed by with little more comment. They are hardly likely to induce Her Majesty's Government to sacrifice the rights which they have heretofore helped our people to protect, and they are too familiar to awaken indignation or surprise.

The undersigned respectfully recommends that the substance of this memorandum, if approved, be forwarded to the Secretary of State for the Colonies, for the information of Her Majesty's Government.

(Sd.) JNO. S. D. THOMPSON,
Minister of Justice.

OTTAWA, 22nd July, 1886.

No. 148.

Lord Lansdowne to Mr. Stanhope.

CANADA, GOVERNMENT HOUSE,
OTTAWA, 9th Nov., 1886.

SIR,—In accordance with the request contained in your telegram of the 2nd instant, I have the honour to forward herewith a certified copy of the Bill entitled, "An Act further to amend the Act respecting Fishing by Foreign Vessels," which was passed by the Parliament of Canada last session.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable
EDWARD STANHOPE.
&c., &c., &c.

(Telegram.)

No. 149.

Sir L. S. West to the Governor General.

WASHINGTON, D.C., 17th November, 1886.

"My despatch No. 22, of 28th ultimo, am instructed to ask you for information desired for communication to United States' Government."

(Sd.) WEST.

No. 150.

Mr. Stanhope to the Governor General.

[No. 244.]

DOWNING STREET,
22nd November, 1886.

MY LORD,—With reference to my telegram of the 6th instant, I have the honour to transmit to you, for communication to your Government, copies of two letters from the Foreign Office, with their enclosures, respecting the alleged proceedings of the

Canadian authorities in the case of the United States' fishing vessels "Pearl Nelson" and "Everitt Steele."

I shall, no doubt, be favored shortly with the report on the subject requested in my telegram.

I have, &c.,

(Sd.) EDWARD STANHOPE.

Governor General,
The Most Honourable
The MARQUIS OF LANSDOWNE, G.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 4th November, 1886.

SIR,—I am directed by the Earl of Iddesleigh to transmit to you a copy of a despatch from Her Majesty's Minister at Washington, remonstrating against the action of the Canadian authorities in detaining the United States' fishing vessel "Everitt Steele," which is alleged to have entered Shelburne Harbour for shelter, water, and repairs.

I am to request that you will move Mr. Secretary Stanhope to ask for an immediate report from the Canadian Government upon the circumstances of this case; and I am to suggest that the opportunity might perhaps be taken to urge upon the Dominion Government the great importance of issuing stringent instructions to all officials connected with the fisheries to the effect that great care should be taken not to interfere with the privileges expressly reserved to American fishermen under Article I of the Convention of 1818.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The Under Secretary of State,
Colonial Office.

[Enclosure No. 2.]

Sir L. West to the Earl of Iddesleigh.

[Treaty No. 90.]

WASHINGTON, 20th October, 1886.

MY LORD,—I have the honour to enclose to Your Lordship herewith copy of a note which I have received from the Secretary of State, bringing to the notice of Her Majesty's Government the case of the United States' fishing vessel "Everitt Steele," which is alleged to have entered the Port of Shelburne, Nova Scotia, for shelter, water and repairs, and to have been detained by the captain of the Canadian cruiser "Terror."

I have, &c.,

(Sd.) L. S. S. WEST.

THE EARL OF IDDESLEIGH,
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Sir L. West.

WASHINGTON, 19th October, 1886.

SIR,—The "Everitt Steele," a fishing vessel of Gloucester, Mass., in the United States, of which Chas. E. Forbes, an American citizen, was master, was about to enter, on the 10th of September, 1886, the harbour of Shelburne, Nova Scotia, to procure water, and for shelter during repairs. She was hailed when entering the harbour by the Canadian cutter "Terror," by whose Captain, Quigley, her papers were taken and retained. Captain Forbes on arriving off the town anchored and went with Captain Quigley to the Custom House, who asked

him whether he reported whenever he had come in. Captain Forbes answered that he had always reported with the exception of a visit on the 25th of March, when he was driven into the lower harbour for shelter by a storm and where he remained only eight hours. The collector did not consider that this made the vessel liable, but Captain Quigley refused to discharge her; said he would keep her until he heard from Ottawa, put her in charge of policemen and detained her until next day, when at noon she was discharged by the collector.

But a calm having come on she could not get to sea, and by the delay her bait was spoiled and the expected profits of her trip lost.

It is scarcely necessary for me to remind you, in presenting this case to the consideration of your Government, that when the north-eastern coast of America was wrested from France in a large measure by the valour and enterprise of New England fishermen they enjoyed in common with other British subjects, the control of the fisheries with which that coast was enriched; and that by the Treaty of Peace of 1783, which, as was said by an eminent English judge when treating an analogous question, was a treaty of "Separation," this right was expressly affirmed. It is true that by the Treaty of 1818, the United States renounced a portion of its rights in these fisheries, retaining, however, the old prerogatives of visiting the bays and harbours of the British north-eastern possessions for the purpose of obtaining wood, water and shelter, and for objects incidental to those other rights of territoriality so retained and confirmed. What is the nature of these incidental prerogatives, it is not, in considering this case, necessary to discuss. It is enough to say that Captain Forbes entered the harbour of Shelburne to obtain shelter and water, and that he had as much right to be there, under the Treaty of 1818, confirming in this respect the ancient privileges of American fishermen on those coasts, as he would have had on high seas, carrying on, under shelter of the flag of the United States, legitimate commerce. The Government which you so honourably represent has with its usual candour and magnanimity conceded that when a merchant vessel of the United States is stopped in time of peace by a British cruiser on the grounds of being a slave trader, damages are to be paid to this Government, not merely to redress the injuries suffered, but as an apology for the insult offered to the flag of the United States. But the case now presented to you is a much stronger one than that of a seizure on the high seas of a ship unjustly suspected of being a slaver. When a vessel is seized on the high seas on such a suspicion, its seizure is not on waters where its rights, based on prior and continuous ownership are guaranteed by the sovereign making the seizure. If in such case the property of the owners is injured, it is, however wrongful the Act, a case of rare occurrence on seas comparatively unfrequented, with consequences not very far reaching; and if a blow is struck at a system of which such vessel is unjustly supposed to be a part, such system is one which the civilized world execrates.

But seizures of the character of that which I now present to you have no such features. They are made in waters not only conquered and owned by American fishermen, but for the very purpose for which they were being used by Captain Forbes, guaranteed to them by two successive Treaties between the United States and Great Britain. These fishermen also, I may be permitted to remind you, were engaged in no nefarious trade. They pursue one of the most useful and meritorious of industries; they gather from the seas, without detriment to others, a food which is nutritious and cheap for the use of an immense population; they belong to a stock of men which contributed, before the revolution, most essentially to British victories on the north-eastern Atlantic; and it may not be out of place to say they have shown since that revolution, when serving in the navy of the United States, that they have lost none of their ancient valour, hardihood and devotion to their flag.

The indemnity which the United States has claimed, and which Great Britain has conceded, for the visitation and search of isolated merchantmen seized on remote African seas on unfounded suspicion of being slavers, it cannot do otherwise now than claim, with a gravity which the importance of the case demands, for its fishermen seized on waters in which they have as much right to traverse for shelter as have vessels by which they are molested. This shelter, it is important to observe, they will, as a class, be debarred from if annoyances such as I now submit to you are permitted to be inflicted on them by minor officials of the British Provinces.

Fishermen, as you are aware, have been considered, from the usefulness of their occupation, from their simplicity, from the perils to which they are exposed, and from the small quantity of provisions and protective implements they are able to carry with them, the wards of civilized nations, and it is one of the peculiar glories of Great Britain that she has taken the position, a position now generally accepted, that even in time of war, they are not to be the subjects of capture by hostile cruisers. Yet in defence of this immunity, thus generously awarded by humanity and the laws of nations, the very shelter which they own in these seas, and which is ratified to them by two successive Treaties, is to be denied to them, not, I am confident, by the act of the wise, humane and magnanimous Government you represent,

but by deputies of deputies permitted to pursue, not uninfluenced by local rivalry, these methods of annoyance in fishing waters which our fishermen have as much right to visit on lawful errands as those officials have themselves. For let it be remembered that by annoyances and expulsions such as these, the door of shelter is shut to American fishermen as a class.

If a single refusal of that shelter such as the present be sustained, it is a refusal of shelter to all fishermen pursuing their tasks in those inhospitable coasts. Fishermen have not funds enough, or outfit enough, nor I may add, recklessness enough, to put into harbours where, perfect as is their title, they meet with such treatment as that suffered by Captain Forbes.

To sanction such treatment, therefore, is to sanction the refusal to the United States fishermen as a body of that shelter to which they are entitled by ancient right, by the law of nations, and by solemn Treaty. Nor is this all. That Treaty is part of a system of mutual concessions, as was stated by a most eminent English Judge in the case of *Sutton v. Sutton*, (1 Nyl v. r. 675), which I have already noticed, it was the principle of the Treaty of Peace and of the Treaties which followed between Great Britain and the United States, that the "subjects of the two parts of the divided empire should be, notwithstanding the separation, protected in the mutual enjoyment" of the rights these Treaties affirmed. If, as I cannot permit myself to believe, Great Britain should refuse to citizens of the United States the enjoyment of the plainest and most undeniable of these rights, the consequences would be so serious that they cannot be contemplated by this Government but with the gravest concern.

I have, &c.,

(Sd.) T. F. BAYARD.

The Honourable

SIR L. WEST, K.C.M.G.,
&c., &c., &c.

[Enclosure No. 4.]

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 4th November, 1886.

SIR,—I am directed by the Earl of Iddesleigh to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a despatch from Her Majesty's Minister at Washington containing a protest from Mr. Bayard against the action of the Customs officials at Arichat in the case of the American fishing vessel "Pearl Nelson," and I am to request that the Canadian Government may be asked to furnish a report on the subject.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 5.]

Sir L. West to the Earl of Iddesleigh.

[Treaty No. 91.]

WASHINGTON, 21st October, 1886.

MY LORD,—In connection with my preceding despatch, I have the honour to enclose to Your Lordship herewith copy of a further note which I have received from the Secretary of State, together with copy of the document which accompanied it, drawing the attention of Her Majesty's Government to the case as therein set forth of the United States' fishing vessel "Pearl Nelson," which it is alleged, has been subjected to treatment by the Customs officials at Arichat (N.S.) inconsistent with the national law of ordinary amity and hospitality, and also plainly violative of treaty rights under the Convention of 1818 between Great Britain and the United States.

I have, &c.,

(Sd.) L. S. S. WEST.

The EARL OF IDDESLEIGH,
&c., &c., &c.

[Enclosure No. 6.]

Mr. Bayard to Sir L. West.

WASHINGTON, 20th October, 1886.

SIR,—Permit me to ask you to draw the attention of your Government to the case set forth in the enclosed affidavit of Murdoch Kemp, master of the American fishing vessel "Pearl Nelson," of Provincetown, Mass., which has been subjected to treatment by the Customs officials at Arichat, Nova Scotia, inconsistent with the international law of ordinary amity and hospitality, and also plainly violative of treaty rights under the Convention of 1818, between Great Britain and the United States.

The vessel in question was compelled by stress of weather to seek shelter in the harbour of Arichat, N.S., and arrived late at night when the Custom House was closed. Before the Custom House was opened the next day the captain went there, and after waiting over an hour, the collector arrived and the usual inward report was made and permission asked to land the clothing of a sailor lost overboard, whose family resided in that vicinity.

He was then informed that his vessel was seized for allowing his crew to go ashore the night before, before reporting at the Custom House.

The cruel irony of this was apparent when the Collector knew such report was impossible and that the landing of the crew was usual and customary, and that no charge of smuggling had been suggested or was possible under the circumstances.

To compel the payment of a fine or a deposit of \$200, which is practically the same in its results, was harsh and unwarranted and was adding a price and a penalty to the privilege of shelter guaranteed to American fishermen by treaty.

This vessel was a fishing vessel, and although seeking to exercise no commercial privileges was compelled to pay commercial fees, such as are applicable to trading vessels; but at the same time was not allowed commercial privileges.

I beg you will lose no time in representing the wrong inflicted upon an unoffending citizen of the United States, and procure the adoption of such orders as will restore the money so compelled to be deposited.

I am, &c.,

(Sd)

T. F. BAYARD.

The Honourable Sir L. West, K.C.M.G.,
&c, &c., &c.

[Enclosure No. 7.]

Schooner "Pearl Nelson," U. S. A., District of Massachusetts.

I, Murdoch Kemp, of Provincetown, Massachusetts, a citizen of the United States, on my oath do say: That I was master and part owner of the schooner "Pearl Nelson," a vessel of the United States, duly licensed,—1886, for the fisheries, and holding a permit to touch and trade during the existence of said license.

I further say that the crew of the said vessel were shipped on wages at Provincetown and Boston for a fishing voyage to the Grand Banks and return to Provincetown for discharge. Said schooner with license and permit as aforesaid, sailed May 29th, 1886, from Provincetown, and on her passage home touched at Arichat, Cape Breton, driven in there by stress of weather; sailed by the wind from Banquereau and blowing fresh, a heavy sea running, and foggy, made Point Michaux, nine miles from Arichat. The vessel was deep, her dorys floated on deck in her lee waist, wind being about west. I concluded to make a harbour and wait for better weather and wind.

I anchored the vessel in Arichat Harbour at 11 p.m., September 7th, 1886.

I had lost a man on the Grand Banks named James Sampson, who belonged to Arichat, and I wanted to land his effects if the Customs officer would allow me to. Some of my crew belonged in that neighborhood. William Batino, my cook, and nine others of my crew took boats off the deck and went ashore without asking my permission. I saw them, but had never known that was any objection. I had been in this and other British and American ports frequently, and witnessed the landing from my own and other vessels crews, but never before heard such landing was illegal or improper. These men took nothing with them from the vessel, nor carried away anything but the clothes they wore.

From the time I left Provincetown I had been into no port anywhere. Next morning after my arrival in Arichat, at 8.30 o'clock, I went ashore to enter at the Custom House, and found it closed. I called at 9 o'clock and it was not open. I went again at 10 o'clock, and

found the Collector opening the office door. I made the regular inward report to him, and requested permission to land the clothes of James Sampson, who had been lost from my vessel on the Grand Banks.

He told me he had sent a man for me. After I got there this man came in the office and was holding my papers, and told the man to go back and take charge of the vessel.

I asked him why he held my papers. He replied he seized her because I had allowed my men to go ashore before reporting at the Custom House; that all he could tell me was, he said he would telegraph to Ottawa and find out what to do with me, and he did telegraph immediately. About 5 o'clock, p.m., the Collector received an answer and told me to deposit \$200 and the vessel would be released. The Collector would not allow me to land this dead man's clothes until after I had paid the \$200 fine. I gave the clothes to the shop-keeper to be given to Sampson's widow or friends. I came out of Arichat about 11 a.m. on the 8th of September, 1886, having bought there one bushel of potatoes, with the Collector's permit, and arrived (at) Provincetown, 14th September, 1886.

I sailed from Arichat with all my crew on board, and had not at any time intended to leave any of my crew at that port. They were hired men, shipped to be discharged on return at Provincetown, and on our arrival there were all paid off and discharged. Some of the crew that went ashore at Arichat returned aboard as early as 7 o'clock, and all were aboard about the time the vessel was seized. I gave them no money there and had none myself. I further say I did not enter Arichat with any intention of violating any law of the Dominion of Canada, nor for any business, but solely because of the stress of weather that had driven me there. It was mere kindness only that prompted me to offer to land Sampson's clothes there where his friends could get them. There was no profit to the vessel, crew or myself expected in so doing, or attempted to be gained in entering the port of Arichat other than shelter from the stress of weather we had been under from Banquereau. If any revenue law of Canada was violated by my vessel, or by myself, the same was done through ignorance and inadvertence, and not with any intention to defraud the revenue or offend the law.

Personally appeared before me, Murdoch Kemp, at Provincetown, State of Massachusetts, U.S.A., this 27th day of September, 1886, who subscribed and made oath to the foregoing.

[SEAL.]

(Sd.) MURDOCH KEMP.

(Sd.) JAMES GIFFORD,
Notary Public.

No. 151.

The Secretary of State for the Colonies to the Governor General.

LONDON, 26th November, 1886.

If no agreement with the United States has been reached before next fishing season, the Admiralty has agreed to give due support to the Fisheries police by the presence of a cruiser. Instructions are now being considered.

(Sd.) SECRETARY OF STATE.

No. 152.

The Governor General to Mr. Stanhope.

[No. 282.]

OTTAWA, 29th November, 1886.

SIR,—With reference to your telegraphic message of the 6th inst., asking to be furnished with a report in the case of the "Pearl Nelson" and "Everitt Steele," I have the honour to transmit herewith a copy of an approved Minute of the Privy Council of Canada, embodying a report of my Minister of Marine and Fisheries to which is appended a copy of the correspondence which has passed between the

Commissioner of Customs for Canada and the United States' Consul General at Halifax relating to the case of the American schooner "Pearl Nelson."

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable,
EDWARD STANHOPE,
&c., &c., &c.

436g (A.)

[Enclosure No. 1.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Governor General in Council on the 18th November, 1886.

The Committee of the Privy Council are in receipt of a telegram from the Right Honourable the Secretary of State for the Colonies in the words "United States Government protest against proceedings of Canadian authorities in case of 'Pearl Nelson' and 'Everitt Steele,' said to have put into Arichat and Shelburne respectively, for purposes sanctioned by convention—particulars by post, send report soon as possible."

The Minister of Marine and Fisheries, to whom the telegram was referred, submits a copy of a letter addressed by the Commissioner of Customs for Canada to the Consul General of the United States at Halifax, and also a copy of Mr. Phelan's reply thereto.

The Minister also submits that it is clear from Captain Kempt's affidavit that he was guilty of an infraction of the Customs regulations in allowing men to land from his vessel before she had been reported, and the Minister of Customs having favourably considered Captain Kempt's representations as to his ignorance of the Customs regulation, requiring that vessels should be reported before landing either men or cargo therefrom, has remitted the fine of \$200 which had been imposed in the case of the American schooner "Pearl Nelson."

The Minister further submits that it would appear from the report of the Collector of Customs that his remark that "he would seize the vessel" had reference solely to her violation of the Customs law, and that no evidence is given of any desire or intention of denying to the Captain of the "Pearl Nelson" any treaty privileges he was entitled to enjoy.

The Committee, concurring in the above, respectfully recommend that Your Excellency be moved to transmit a copy of this minute, if approved, to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,
Clerk Privy Council, Canada.

[Enclosure No. 2.]

OTTAWA, 22nd October, 1886.

SIR,—I have the honour to acknowledge the receipt of your letter of the 11th inst., re seizure of the American schooner "Pearl Nelson," for a refraction of the Customs laws, &c.

The Commissioner of Customs' report in connection with this matter, which has been approved by the Minister of Customs, reads as follows:—

"The undersigned having examined this case, has come to the conclusion that the captain of the vessel did violate the provisions of sections 25 and 180 of the Customs Act, 1883, by landing a number of his crew before going to the Custom House to report. That his plea of having come into port solely from 'stress of weather' is inconsistent with the circumstances, and is denied by the Collector of Customs, who reports that 'the night was one of the finest and most moderate experienced there this summer,' and that 'his crew were landed early in the morning.' That even if the 'stress of weather' plea was sustained by facts, it would not exempt him from the legal requirement of reporting his vessel before 'breaking bulk' or landing his crew, and it is evident that there was nothing to hinder his reporting as the crew appear to have had no difficulty in handling the vessel's boats. That it was very easy for the crew, or any of them, to have taken valuable contraband goods ashore on their persons, in the absence of any Customs Officer at the landing place. Inasmuch, however, as there is no charge of actual smuggling preferred against the vessel, the

undersigned respectfully recommends that the deposit of \$200 be refunded, deducting therefrom any expenses incurred."

(Sd.) J. JOHNSON.

I trust the above may be considered a satisfactory answer to your letter referred to.

I have, &c.,

(Sd.)

W. G. PARMELEE,
Assistant Commissioner.

M. E. PHELAN, Esq.,
Consul General of the United States, Halifax, N. S.

[Enclosure No. 3.]

UNITED STATES' CONSULATE GENERAL,

HALIFAX, 2nd November, 1886.

SIR,—I have the honour to acknowledge the receipt of your communication of the 22nd ultimo, concerning the action of the Customs Department of Canada in the case of the American schooner "Pearl Nelson," and to say I was much pleased at the decision arrived at in that case. I have informed the Government of the United States that the fine, in the case referred to, was ordered to be refunded.

I have also to say that the Department of State, in acknowledging the receipt of a despatch from me, setting forth that you had placed all the papers, in the cases of the American schooners "Crittenden" and "Holbrook," in my hands for perusal, said, "the attention of Mr. Parmelee, in referring the matter to you, is appreciated. It shows a proper spirit."

I trust the Department of Customs will pass on the other cases as soon as possible.

I have, &c.,

(Sd.)

M. H. PHELAN,
Consul General.

No. 153.

The Governor General to Mr. Stanhope.

[No. 283.]

OTTAWA, 29th November, 1886.

SIR,—I have the honour to transmit herewith, a copy of an approved Minute of the Privy Council of Canada, furnishing the report asked for in your telegraphic message of the 6th November, with reference to the detention of the American schooner "Everitt Steele" at Shelburne, N.S., for an infraction of the Customs regulations of the Dominion.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable

EDWARD STANHOPE,

&c, &c., &c.

[Enclosure No. 1.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Governor General in Council on the 18th November, 1886.

The Committee of the Privy Council are in receipt of a telegram from the Right Honourable the Secretary of State for the Colonies, in the words: "United States' Government protest again proceedings of Canadian authorities in case of 'Pearl Nelson' and 'Everitt

Steele,' said to have put into Arichat and Shelburne, respectively, for purposes sanctioned by Convention. Particulars by post. Send report as soon as possible."

The Minister of Marine and Fisheries, to whom the telegram was referred, submits, that the schooner "Everitt Steele" appears, from the report of the Collector of Customs at Shelburne, to have been at that port on the 25th of March last, and sailed without reporting. On her return to Shelburne in September, she was detained by the Collector of Customs for an infraction of the Customs law.

The captain having assured the collector that he had been misled by the deputy harbour master, who informed him his vessel could remain in port twenty-four hours without entering, and that he had no intention of violating the Customs regulations, this statement was reported to the Minister of Customs at Ottawa, when the vessel was at once allowed to proceed to sea, and that no evidence is given of any desire or intention of denying to the captain of the "Everitt Steele" any Treaty privileges he was entitled to enjoy.

The Committee, concurring in the above, respectfully recommend that Your Excellency be moved to transmit a copy of this minute, if approved, to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. McGEE,
Clerk, Privy Council, Canada.

No. 154.

Mr. Stanhope to the Governor General.

[No. 260.]

DOWNING STREET, 2nd December, 1886.

MY LORD,—With reference to your despatch of the 9th ultimo, I have the honour to transmit to you, for communication to Your Lordship's Government, the enclosed Order of Her Majesty in Council of the 26th ultimo, assenting to a Reserved Bill of the Legislature of Canada, entitled "An Act further to amend the Act respecting Fishing by Foreign Vessels."

I have, &c.,

(Sd.) EDWARD STANHOPE.

Governor General the Most Honorable

The MARQUIS OF LANSDOWNE, G.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

AT THE COURT AT WINDSOR, THE 26TH DAY OF NOVEMBER, 1886.

Present:

THE QUEEN'S MOST EXCELLENT MAJESTY,

Lord President,
Earl of Rosslyn,

Viscount Cross,
Lord Stanley of Preston.

Whereas by an Act passed in the 30th year of Her Majesty's Reign, entitled "An Act for the Union of Canada, Nova Scotia and New Brunswick and the Government thereof and for purposes connected therewith," it is amongst other things enacted that a Bill reserved for the signification of The Queen's pleasure shall not have any force unless and until within two years from the date on which it was presented to the Governor General for The Queen's Assent, the Governor General signifies by Speech or Message to each of the Houses of the Parliament or by Proclamation that it has received the Assent of The Queen in Council.

And whereas on the 2nd day of June, 1886, the Governor General of Canada reserved a certain Bill passed by the Senate and House of Commons of Canada, entitled "An Act further to amend the Act respecting Fishing by Foreign Vessels" for the signification of Her Majesty's pleasure thereon. And whereas the said Bill so reserved as aforesaid has been

laid before Her Majesty in Council, and it is expedient that the said Bill should be assented to by Her Majesty.

Now therefore, Her Majesty, in pursuance of the said Act and in exercise of the Powers thereby reserved to Her Majesty as aforesaid, doth by this present Order by and with the advice of Her Majesty's Privy Council declare Her assent to the said Bill.

And the Right Honourable Edward Stanhope, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly.

(Sd.) C. L. PEEL

No. 155.

The Governor General to the Minister at Washington.

[No. 81.]

OTTAWA, 3rd December, 1886.

SIR,—With reference to your telegram of the 17th ult., calling attention to your despatch No. 22 of the 28th October last, transmitting a copy of a letter from the Secretary of State of the United States, with its enclosures, requesting to be furnished with authentic information respecting the Canadian laws regulating the sale and exportation of fresh herring from Grand Manan Island, I have the honor to forward herewith, for communication to Mr. Bayard, a copy of an approved report of a Committee of the Privy Council to which is appended a copy of the Customs laws of Canada containing the desired information.

I have, &c.,

(Sd.) LANSDOWNE

The Honourable

SIR L. S. WEST, K.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Governor General in Council, on the 24th November, 1886.

The Committee of the Privy Council having had their attention called, by a telegram dated 18th November, inst., from Her Majesty's Minister at Washington, to his former despatch of the 28th October, ultimo, enclosing a copy of a note from the Honourable Mr. Bayard, and enclosures, asking for authentic information respecting the Canadian laws regulating the sale and exportation of fresh herring from Grand Manan Island.

The Minister of Marine and Fisheries, to whom said despatch was referred for early report, states that any foreign vessel "not manned or equipped nor in any way prepared for taking fish" has full liberty of commercial intercourse in Canadian ports upon the same conditions as are applicable to regularly registered foreign merchant vessels, nor is any restriction imposed upon any foreign vessel dealing in fish of any kind different from those imposed upon foreign merchant vessels dealing in other commercial commodities.

That the regulations under which foreign vessels may trade at Canadian ports are contained in the Customs law of Canada (a copy of which is herewith) and which render it necessary, among other things, that upon arrival at any Canadian port a vessel must at once enter inward at the Customs House, and upon the completion of her loading clear outwards for her port of destination.

The Committee recommend that Your Excellency be moved to transmit a copy of this minute, together with a copy of the Customs laws as containing authentic information respecting Canadian laws regulating the sale and exportation of fresh herring, to Her Majesty's Minister at Washington, for the information of the Honourable Mr. Bayard, Secretary of State for the United States.

(Sd.)

J. J. MCGEE,
Clerk, Privy Council

No. 156.

The Governor General to Mr. Stanhope.

[No. 286.]

OTTAWA, 4th December, 1886.

SIR,—In reply to your despatch of the 12th October last, transmitting a copy of a letter, with its enclosures, from the Foreign Office requesting to be furnished with a report in the case of the United States' fishing vessel "Crittenden," I have the honour to forward herewith a copy of an approved Minute of the Privy Council of Canada, embodying a report of my Minister of Marine and Fisheries, to which is appended a statement of the Customs Officer at Steep Creek, on the subject.

I have, &c.,

(Sd.) LANSLOWNE.

The Right Honourable

EDWARD STANHOPE.

&c., &c., &c.

[No. 421g.]

[Enclosure No. 1.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Governor General in Council on the 16th November, 1886.

The Committee of the Privy Council have had under consideration a despatch dated 12th October, 1886, from the Secretary of State for the Colonies, transmitting a copy of a letter from Mr. Bayard, United States' Secretary of State, to the British Minister at Washington, calling attention to an alleged denial of the rights guaranteed by the Convention of 1818, in the case of the American fishing schooner "A. R. Crittenden" by the Customs Officer at Steep Creek, in the Straits of Canso, N.S.

The Minister of Marine and Fisheries, to whom the despatch and enclosure were referred, submits a statement of the Customs Officer at Steep Creek, and observes that the Captain of the "Crittenden" violated the Customs laws by neglecting to enter his vessel as requested by the Customs Officer, and in landing and shipping a man, clearly exceeded any treaty provision he was entitled to avail himself of.

It would appear that the remark made by the Customs Officer "that he would seize the vessel," had reference solely to the Captain's violation of the Customs regulations, and the Minister submits cannot be construed into a denial of any treaty privilege the master was entitled to enjoy.

The Committee, concurring in the above, respectfully recommend that Your Excellency be moved to inform the Right Honourable the Secretary of State for the Colonies in the sense of the report of the Minister of Marine and Fisheries.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. McGEE,
Clerk, Privy Council, Canada.

[Enclosure No. 2.]

STEEP CREEK, 1st November, 1886.

SIR—Yours of the 28th of October came to hand to-day, and in reply, can state to you that part of the crew of the schooner "Crittenden" came on shore at Steep Creek and landed their barrels and filled them with water. I went direct to the men who were filling the barrels and told them to come and enter before taking wood and water. They said they would not enter or make any report. I told them that I would seize the schooner "Crittenden" for violating the Customs Law. They said they would risk that, as the schooner was now out of the way, about three miles from my station down the Strait, and it was impossible for me to board the vessel. They also landed a man the same day with his effects, and on their return from Gloucester to the Bay St. Lawrence they shipped a man. Was looking out for the vessel, but could not catch her. I reported the case to the Collector of Customs at Port Hawkesbury, and on the schooner "Crittenden's" return from Bay St. Lawrence she was seized, and Collector Bourinot got the affidavits of the captain of the said schooner, and

also of some of the crew, which he forwarded to the Department. I was in the office at the time when Collector Bourinot received a telegram from the Department to release the schooner "Crittenden," on the deposit of four hundred dollars.

I have, &c.,

(Sd.) JAMES H. CARR.
Pro Collector.

The DEPUTY MINISTER OF FISHERIES,
Ottawa.

No. 157.

Governor General to Mr. Stanhope.

[No. 288.]

OTTAWA, 7th December, 1886.

SIR,—I have the honour to forward herewith, for your information, a copy of a despatch from Her Majesty's Minister at Washington, transmitting a copy of a letter from the Secretary of State of the United States, with its enclosures, asking to be furnished with authentic information respecting Canadian laws regulating the sale and exportation of fresh herring from Grand Manan Island, together with a copy of my reply thereto.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable
EDWARD STANHOPE,
&c., &c., &c.

No. 158.

Governor General to Mr. Stanhope.

[No. 290.]

OTTAWA, 7th December, 1886.

SIR,—I have the honour to forward herewith, for your information, a copy of a letter from the Department of Fisheries, stating that the United States' fishing vessel "Highland Light," seized on the 1st September last, for fishing within the three-mile limit, was condemned and ordered to be sold on the 12th inst., by the Vice-Admiralty Court at Charlottetown, P.E.I.

It is understood that no defence was entered to the suit.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable
EDWARD STANHOPE.

[Enclosure No. 1.]

Department of Fisheries to the Governor General's Secretary.

OTTAWA, 7th December, 1886.

SIR,—I have the honour to state, for the information of His Excellency the Governor General, that this Department was advised by telegraph, under date the 1st instant, from Mr. E. J. Hodgson, Q.C., the counsel for the Government in the case of *The Queen vs. the schooner "Highland Light,"* seized on the 1st September last, for fishing within the three-

mile limit, that the Vice-Admiralty Court at Charlottetown, Prince Edward Island, had condemned the vessel referred to, and ordered her to be sold on the 12th instant.

The Department understands that no defence was entered to the suit.

I have, &c.,

(Sd.)

JOHN TILTON,
Deputy Minister of Fisheries.

CAPTAIN H. STREETFIELD,
Military Secretary,
Government House, Ottawa.

No. 159.

Minister at Washington to the Governor General.

[No. 102.]

WASHINGTON, 8th December, 1886.

MY LORD,—I have the honour to acknowledge the receipt of Your Excellency's despatch No. 81 of the 3rd instant, and to inform Your Excellency that in obedience to the instructions of Her Majesty's Government I have communicated the information therein contained respecting the herring fisheries of Grand Manan Island to the United States' Government.

I have, &c.,

(Sd.)

L. S. SACKVILLE WEST.

His Excellency

The MARQUIS OF LANSDOWNE, G.C.M.G.
&c., &c., &c.

No. 160.

Colonial Office to the Governor General.

[No. 272.]

DOWNING STREET, 16th December, 1886.

MY LORD,—With reference to my despatch, No. 218, of the 6th October, I have the honour to transmit to you a copy of a letter, with its enclosures, from the Foreign Office relative to the case of the United States' fishing vessel "Mollie Adams."

I request that you will obtain from your Government, and forward to me as soon as possible, a report on the circumstances of the case.

I have, &c.,

(Sd.)

EDWARD STANHOPE.

Governor General

The Most Honorable
The MARQUIS OF LANSDOWNE, G.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 15th December, 1886.

SIR,—With reference to my letter of the 4th of October, I am directed by the Earl of Iddesleigh to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a Despatch from Her Majesty's Minister at Washington enclosing a copy of a further note from the United States' Secretary of State protesting against the action of the Canadian authorities with regard to the United States' fishing schooner "Mollie Adams."

I am to request that the Dominion Government may be asked to furnish a report as soon as possible upon the allegations now made by the master of the United States' vessel, as well as the previous note from Mr. Bayard on the subject enclosed in my letter of the 4th of October last.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Sir L. West to the Earl of Iddesleigh.

[Treaty No. 99.]

WASHINGTON, 2nd December, 1886.

MY LORD,—I have the honour to enclose to Your Lordship herewith a further note which I have received from the Secretary of State complaining in the usual strong terms, of the conduct of the Canadian authorities in the case of the American fishing schooner "Mollie Adams," the captain of which vessel states in a letter to the Secretary of State, copy of which is enclosed, that he had 17 men on board whom he had rescued from the British schooner "Neakilita" of Lockeport (N. S.)

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

The Earl of Iddesleigh.
Etc., Etc., Etc.

[Enclosure No. 3.]

Mr. Bayard to Sir L. S. West.

DEPARTMENT OF STATE,

WASHINGTON, 1st December, 1886.

SIR,—As possessing an additional and very disagreeable bearing upon the general subject of the harsh treatment of American fishing vessels during the season by the local authorities of the Maritime Provinces of Her Majesty's Dominion of Canada, I have the honour to send you herewith a copy of a letter addressed to me under date of the 12th ultimo, by Captain Solomon Jacobs, master of the American fishing schooner "Mollie Adams," of Gloucester, Mass. You will share, I doubt not, the regret I feel at such churlish and inhospitable treatment of a vessel which had freely and with great loss and inconvenience rendered such essential service to the suffering and imperilled crew of a Nova Scotia vessel. But for his generous act, Captain Jacobs would have had no occasion to put into Malpeque, or, subsequently when short of provisions, into Port Medway. As his narrative shows, the local authorities of Malpeque treated him with coldness and rudeness, making no provision to receive the Nova Scotian crew he had saved from such immediate danger, even causing him to incur a pecuniary burden in completion of his humane rescue, and even treating the landing of the property so saved from the wreck of the Nova Scotian vessel on her own shores, as not lawful for an American fishing vessel "within the three-mile limit."

The treatment of Captain Jacobs at Port Medway is a fitting sequel to that received by him at Malpeque. Having undergone fourteen days' detention in the latter port, and having shared his purse and slender stock of provisions with the men he had rescued, he put to sea, when, his supplies falling short by reason of his charitable action, he asked leave to purchase at Port Medway half a barrel of flour or enough provisions to take his vessel and crew home. With full knowledge of the cause of Captain Jacob's dearth of provisions, even this the Collector at Port Medway absolutely refused and threatened Captain Jacobs with the seizure of his vessel "if he bought anything whatever." The urgent need of supplies in which Captain Jacobs stood is shown by the fact that although the run with favourable weather from Port Medway to his home port, Gloucester, Mass., only occupied three days, his crew were on half rations for two days and without food for one day of that time. It is painful to conjecture what might have been their distress had the "Mollie Adams" encountered storms or head winds.

I am confident that Her Majesty's Government, than which none has more generously fulfilled the obligations of the unwritten code of seafaring humanity, will hasten to rebuke the treatment of Captain Jacobs at the hands of the local authorities of Nova Scotia, by exhibiting gratitude for his act in saving 17 of their own people from death, and tendering him compensation for the delays and expenses he has undergone through the breaking up of his legitimate fishing venture. The closing part of Captain Jacob's letter may serve to show the irresponsible and different treatment he was subjected to in the several ports he visited, where the only common feature seems to have been a surly hostility.

At Port Hood, for instance, Captain Jacobs being sick, his brother landed and reported in his stead, and, after paying the regular fee, was told that his report was a nullity, and that the vessel would be liable to penalty for unauthorized landing of her crew, unless her Captain reported in person, who although ill, he was compelled to do, and the fee was thereupon levied a second time. This is a small matter measured by the amount of the fee, but it is surely discreditable, and has a tendency which cannot be too much deplored. In my late correspondence I have treated of the necessary and logical results of permitting so irritating and unfriendly a course of action, and I will not therefore now enlarge on this subject.

I have, &c.,

(Sd.) T. F. BAYARD.

[Enclosure No. 4.]

Mr. Solomon Jacobs to Mr. Bayard.

GLOUCESTER, 12th November, 1896.

SIR,—I would most respectfully ask your attention to the following facts, as showing the spirit and manner of the application of law on the part of the officials of the Dominion of Canada.

On or about the 26th September, when off Malpeque, Prince Edward Island, I fell in with the British schooner "Neskilita," of Lockeport, Nova Scotia, which had run on Malpeque Bar in making the harbour. It was blowing very heavy, sea running high. The crew was taken off by my vessel about twelve o'clock at night. There were seventeen men in all. We took care of them and fed them for three days. The "Neskilita" became a total wreck. We saved some of the material.

The cutter "Critic," Captain McLaren, one of the Canadian cruisers, was lying in the harbour of Malpeque. The Captain boarded my vessel, and I reported to him the facts of the wreck and the condition of the men. They had saved a portion of their clothing. He neither offered to care for the wrecked crew, to feed them nor to give them any assistance whatever. Having some of the wrecked material on board I asked the Captain of the cutter for permission to land it. He referred me to the local collector. I went to the collector and he referred me back to the Captain of the cutter. As the cutter had gone out the Captain of the "Neskilita" assumed the responsibility and took the things ashore. The Captain of the cutter told me that I could put the saved material on board a Nova Scotia vessel if I went outside of the three-mile limit to do it.

I endeavoured to get some of the people on shore to take the wrecked crew, but no one would do it unless I would be responsible for their board. Finally I gave the crew \$60, enough to pay their passage home on the cars and also gave them provisions to last during their journey. Malpeque is a barred harbour and it is only in smooth water that it is safe to go out over the bar, and my vessel drawing 14 feet of water and there was only 14 feet of water on the bar, it was impossible for me to go out. By being detained in port in disposing of this wrecked crew, I lost over 10 days of valuable time before I could get out to fish and during that time the fleet took large quantities of mackerel. Having to feed so many on my vessel left me short of provisions and in a short time afterwards I put into Port Medway and stated the circumstances, and asked permission to buy half a barrel of flour or enough provisions to take my vessel and crew home. This was absolutely refused and the Collector *threatened* me that if I bought anything whatever he would seize my vessel. I was obliged to leave without obtaining and came home in three days on short rations, a distance of 300 miles. The wind and weather being favourable we had a good passage, but yet we were without provisions for one day before we arrived home. I wish to state most emphatically that the Officials differ in their construction of our rights. Fees are different in every port, and as there is no standard of right fixed by our own Government, the fishermen are at the mercy of a class of officials hostile to them and their business, and with but little knowledge of law or its application. For instance, at Souris, P.E.I., 15 cents is charged for reporting; at Port Mulgrave, N.S., 50 cents is charged. At Port Hood, I being sick, my brother went to the Custom House to

report. The official charged him 25 cents and told him that unless the captain reported in person the report was invalid, that men from the vessel would not be allowed ashore unless the captain reported. In the afternoon of the same day I was able to go to the office and was charged 25 cents for my report, making 50 cents.

In the matter of anchorage fees, &c., at Port Mulgrave, N.S., I paid \$1.50; at Malpeque, \$1.00; at Sydney, \$1.17. At some ports we have to pay anchorage fees every time we go in, as at Halifax. At others twice for the season. Now I would most respectfully state that the official service throughout is actuated, apparently, from a principle of annoyance, wherever and whenever it can be so applied; that there is only harmony of action in this regard alone, and that local laws and regulations are enforced against us, without regard to any rights we may have under treaty.

That the effect to this enforcement is not to promote, but to interfere and to limit by unjust pains, fees and penalties the right of shelter, obtaining wood and water, and making of repairs, guaranteed by the Treaty of 1818; that, instead of the restriction contemplated, the local laws make a technical obligation that is without their province or power, and enforce penalties that should never been admitted or allowed by our Government. And I would pray that in the case recited, and many others that can be shown, if required, we may be protected from local laws and their enforcement that abridge our rights and have never received the sanction of the two great contracting powers in the construction and agreement of the Treaty of 1818.

I have, &c.,

(Sd.) SOLOMON JACOBS.

[Enclosure No. 5.]

NORTH SYDNEY, C. B., 13th October, 1886.

"Mollie Adams," 117 tons. Capt. Jacobs to Harbour Commissioners. To amount of harbour dues, \$1.17.

Received payment.

(Sd.) M. J. THUAN.

DOMINION OF CANADA HARBOUR DUES.

MALPEQUE, P. E. I., 1886.

Received from Solomon Jacobs, master of the schooner "Mollie Adams," of 117 tons register, the sum of one dollar, being harbour dues at this port.

(Sd.) EDWARD LARKINS,
Harbour Master.

DOMINION OF CANADA HARBOUR DUES.

PORT MULGRAVE, N. S., 30th August, 1886.

Received from Solomon Jacobs, master of the schooner "Mollie Adams," from North Bay, 117 tons register, the sum of \$1.50 cents, being harbour dues at this port.

(Sd.) DUNCAN G. GILLIES,
Harbour Master.



No. 161.

Mr. Stanhope to the Governor General.

[No. 274.]

DOWNING STREET, 16th December, 1886.

"MY LORD,—I have the honour to transmit to Your Lordship, for communication to your Government, a copy of a letter from the Foreign Office, with its enclosures, respecting the alleged improper conduct of authorities in the Dominion in dealing

with the United States' fishing vessels "Laura Sayward" and "Jennie Seaverns," and I request that I may be furnished with a report on the subject for communication to the Government of the United States.

I have, &c.,
(Sd.) EDWARD STANHOPE.

His Excellency
THE GOVERNOR GENERAL.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 8th December, 1886.

SIR,—I am directed by the Earl of Iddesleigh to transmit to you copy of a despatch from Her Majesty's Minister at Washington enclosing notes which he has received from Mr. Bayard protesting against the conduct of the Dominion authorities in their dealings with the United States' fishing vessels, "Laura Sayward" and "Jennie Seaverns," and I am to request that Mr. Secretary Stanhope will procure a report on these cases from the Canadian Government with a view to its communication to the Government of the United States.

I am, &c.,
(Sd.) J. PAUNCEFOTE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Sir L. West to Lord Iddesleigh.

[Treaty No. 96.]

WASHINGTON, 12th November, 1886.

MY LORD,—I have the honour to enclose to Your Lordship, herewith, copy of a note which I have received from the Secretary of State, together with copies of the statements accompanying it, describing the inhospitable and inhuman conduct of the Collector of the Port of Shelburne, Nova Scotia, and the conduct of Captain Quigley, commanding the Canadian cruiser "Terror," in their dealings with the American fishing vessels "Laura Sayward" and "Jennie Seaverns."

I have, &c.,
(Sd.) L. S. SACKVILLE WEST.

THE EARL OF IDDESLEIGH, G.C.B.
&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE,
WASHINGTON, 11th November, 1886.

SIR,—I have the honour to enclose herewith copies of the statements with affidavits from Captain Medeo Rose, master of the schooner "Laura Sayward," of Gloucester, Mass., and of Captain Joseph Tupper, master of the schooner "Jennie Seaverns," also of Gloucester, forwarded to me by the Collector of the Port of Gloucester, under date of 5th inst.

The first impressively describes the inhospitable and inhuman conduct of the Collector of the Port of Shelburne, N.S., in refusing to allow Captain Rose to buy sufficient food for himself and his crew to take them home, besides unnecessarily retaining his papers and thus preventing him, with a wholly inadequate supply of provisions, from proceeding on his voyage.

The second complaint is of Captain Quigley, commanding the Canadian cruiser "Terror," in not only preventing Captain Tupper from landing to visit his relatives in Liverpool, N.S.,

but even forbidding his relatives from coming on board his vessel to see him, and likewise placing a guard on board of her to ensure that result.

While I need not comment further than I have done already in previous notes on the unjust and unwarrantable acts of the Dominion officials of late towards our fishermen, of which the instances now presented are but repetitions, I must notice the new phase of Captain Quigley's abuse of authority in actually making Captain Tupper a prisoner on board of his own vessel, and in preventing his relatives, whom he states he had not seen for many years, from meeting him.

Such conduct, apart from all its legal and international aspects, is wholly unworthy of any one entrusted with the execution of a public duty and inconsistent with the national reputation for humanity and courtesy of an officer in Her Majesty's service.

I have, &c.,

(Sd.)

T. F. BAYARD.

The Honorable

Sir L. S. WEST, K.C.M.G.,
&c., &c., &c.

[Enclosure No. 4.]

I, Medeo Rose, Master of schooner "Laura Sayward," of Gloucester, being duly sworn, do depose and say that on Saturday, 2nd October, being then on Western Bank on a fishing trip, and being short of provisions, we hove up our anchor and started for home. The wind was blowing almost a gale from the north-west and being almost dead ahead, we made slow progress on our voyage home. On Tuesday, 5th October, we made Shelburne, N. S., and arrived in that harbour about 8 p.m. on that day short of provisions, water, and oil to burn. On Wednesday I sailed for the inner harbour of Shelburne, arriving at the town about 4 p.m. On going ashore I found the Custom House closed, and hunted up the Collector and entered my vessel, and asked permission from him to buy 7 pounds sugar, 3 pounds coffee, $\frac{1}{4}$ to 1 bushel of potatoes and 2 pounds of butter or lard or pork, and oil enough to last us home, and was refused. I stated to him my situation, short of provisions and a voyage of 250 miles before, and pleaded with him for this slight privilege, but it was of no avail. I then visited the American Consul and asked his assistance, and found him powerless to aid me in this matter. The Collector of Customs held my papers until the next morning although I asked for them as soon as I found I could not buy any provisions, say about 1 $\frac{1}{4}$ hours after I entered, but he refused to give them to me until the next morning. Immediately on receiving my papers on Thursday morning I started for home, arriving on Sunday. I think the treatment I received harsh and cruel, driving myself and crew to sea with a scant supply of provisions, we having but little flour and water, and liable to be buffeted about for days before reaching home.

(Sd.)

MEDEO ROSE.

MASS., ESSEX, S.S., }
13th October, 1886. }

Personally appeared Medeo Rose and made oath to the truth of the above statement.

Before me,

[SWAL]

(Sd.)

AARON PARSONS.

Notary Public.

[Enclosure No. 5.]

I, Joseph Tupper, Master of the schooner "Jennie Seaverns," of Gloucester, being duly sworn, do depose and say that on Thursday, 28th October, while on my passage home from a fishing trip, the wind blowing a gale from S.E., and a heavy sea running, I was obliged to enter the harbour of Liverpool N.S. for shelter. Immediately on coming to anchor, was boarded by Captain Quigley of Canadian cruiser "Terror," who ordered me to go in shore at once and enter at the Customs House, to which I replied that such was my intention. He gave me permission to take two men in the boat with me, but they must remain in the boat and not step on shore. I asked Captain Quigley if I could, after entering, visit some of my relations who resided in Liverpool, and whom I had not seen for many years. This privilege was denied me. After entering, having returned to my vessel, some of my relatives came off to see me. When Captain Quigley saw their boat alongside of my vessel, he sent an officer and boat's

crew who ordered them away, and at sundown he placed an armed guard on board of our vessel, who remained on board all night, and was taken off just before we sailed in the morning.

I complied with the Canadian laws and had no intention or desire to violate them in any way; but to be made a prisoner on board my own vessel, and treated like a suspicious character, grates harshly upon the feelings of an American seaman, and I protest against such treatment, and respectfully ask from my own Government, protection from such unjust, unfriendly and arbitrary treatment.

(Sd.) JOSEPH TUPPER.

MASS. ESSEX, S.S. }
4th Nov., 1886. }

Personally appeared Joseph Tupper and made oath to the truth of the above statement.

Before me,

[L.S.]

(Sd.) AARON PARSONS, N.P.

No. 162.

Sir L. West to the Marquis of Lansdowne.

[No. 107.]

WASHINGTON, 17th December, 1886.

Vide U. S.
House of Rep-
resentatives Ex.
Doc. No. 19, 49th
Congress, 2nd
Session.

MY LORD,—I have the honour to transmit to Your Excellency herewith, copies of the correspondence relating to the rights of American fishermen in British North American waters, which has been presented to Congress.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

His Excellency

The MARQUIS OF LANSDOWNE, K.C.M.G.,
&c., &c., &c.,

No. 163.

The Marquis of Lansdowne to Mr. Stanhope.

[No. 296]

OTTAWA, 20th December, 1886.

SIR,—I had the honour of receiving your despatch No. 244 of the 22nd November, in regard to the cases of the "Everitt Steele" and "Pearl Nelson" recently detained at Shelburne and Arichat, Nova Scotia, for non-compliance with the Customs Regulations of the Dominion.

2. The circumstances under which the conduct of these vessels attracted the attention of the Customs authorities were set out in the Privy Council Orders of the 1st and 18th November, certified copies of which were forwarded to you under cover of my Despatches Nos. 282 and 283 of the 29th of November.

3. The information contained in these documents was obtained in order to comply with the request for a report on these two cases which you had addressed to me by telegram on a previous date.

I have now carefully examined the fuller statements made by Mr. Bayard, both as to the facts and as to the considerations by which the conduct of the local officials should, in his opinion, have been governed. You will, I think, find on reference to the Privy Council Orders already before you, that the arguments advanced by Mr. Bayard have been sufficiently met by the observations of my Minister of Marine and Fisheries whose reports are embodied in those orders.

4. It is not disputed that the "Everett Steele" was in Shelburne harbour on the 25th March, and sailed thence without reporting. In consequence of this omission on the Master's part, his vessel was, on her return to Shelburne in September, detained by the Collector. The Master having explained that his presence in the harbour had been occasioned by stress of weather and that his failure to report was inadvertent, and this explanation having been telegraphed to the Minister at Ottawa, the vessel was at once allowed to proceed to sea; her release took place at noon on the day following that of her detention.

5. In the case of the "Pearl Nelson" it is not denied that nine of her crew were landed in Arichat harbour at a late hour on the evening of her arrival and before the Master had reported to the Custom House. It is obvious that if men were to be allowed to go on shore under such circumstances without notification to the authorities, great facilities would be offered for landing contraband goods, and there can be no question that the Master by permitting his men to land was guilty of a violation of sections 25 and 180 of the Customs Act. There seems to be reason to doubt his statement that he was driven into Arichat by stress of weather, but be this as it may the fact of his having entered the harbour for a lawful purpose would not carry with it a right to evade the law to which all vessels frequenting Canadian ports are amenable. In this case as in that of the "Everett Steele" already referred to, the statement of the Master that his offence was due to inadvertence was accepted and the fine imposed at once remitted.

I observe that in his despatch relating to the first of these cases, Mr. Bayard insists with much earnestness upon the fact that certain "Prerogatives" of access to the territorial waters of the Dominion were specially reserved under the Convention of 1818 to the fishermen of the United States, and that a vessel entering a Canadian harbour for any purpose coming within the terms of Art. I of that Convention has as much right to be in that harbour as she would have to be upon the high seas, and he proceeds to institute a comparison between the detention of the "Everett Steele" and the wrongful seizure of a vessel on the high seas upon the suspicion of being engaged in the slave trade.

Mr. Bayard further calls attention to the special consideration to which from the circumstances of their profession the fishermen of the United States are, in his opinion, entitled, and he dwells upon the extent of the injury which would result to them if they were debarred from the exercise of any of the rights assured to them by Treaty or Convention.

I observe also that in Sir Julian Pauncefote's letter enclosed in your despatch it is stated that the Secretary of State for Foreign Affairs wishes to urge upon the Dominion Government the great importance of issuing stringent instructions to its officials not to interfere with any of the privileges expressly reserved to United States' fishermen under Article I of the Convention of 1818.

I trust that the explanations which I have already been able to give in regard to the cases of these vessels, will have satisfied you that the facts disclosed do not show any necessity for the issuing of instructions other than those already circulated to the local officials entrusted with the execution of the Customs and Fishery Laws.

There is certainly no desire on the part of my Government (nor I believe does the conduct of the local officials justify the assumption that such a desire exists) to curtail in any respect the privileges enjoyed by United States' fishermen in Canadian waters. It cannot, on the other hand, be contended that because these privileges exist and are admitted by the Government of the Dominion, those who enjoy them are to be allowed immunity from the regulations to which all vessels resorting to Canadian waters are without exception subjected under the Customs Act of 1883 and the different statutes regulating the fisheries of the Dominion.

In both of the cases under consideration there was a clear and undoubted violation of the law and the local officials would have been culpable if they had omitted to notice it. That there was no animus on their part or on that of the Canadian Government, is, I think, clearly proved by the promptitude with which the circumstances were investigated and the readiness shown to overlook the offence and to remit the

penalty incurred as soon as proof was forthcoming that the offence had been unintentionally committed. In support of this view I would draw your attention to the letter [See enclosure to my despatch No. 282 of the 29th of November] of Mr. Phelan the Consul General for the United States at Halifax who has expressed his own satisfaction at the action of the authorities in the case of the "Pearl Nelson," and who also refers to a communication received by him from the Department of State in which it is stated that the conduct of the Assistant Commissioner of Customs in dealing with two other cases of a somewhat similar complexion "shows a proper spirit."

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honorable
EDWARD STANHOPE.

No. 164.

Sir L. West to Lord Lansdowne.

22nd December, 1886.

I send by post to-day, in compliance with instructions from the Secretary of State for Foreign Affairs, a copy of a note with a proposal for an arrangement of the fisheries question, addressed by the United States' Secretary, of State to the United States' Minister at London.

(Sd.) WEST.

No. 165.

Sir L. West to Lord Lansdowne.

[No. 169.]

WASHINGTON, 22nd December, 1886.

MY LORD,—In obedience to telegraphic instructions which I have received from the Earl of Iddesleigh, I have the honour to enclose to Your Excellency herewith, copy of a note from the Secretary of State to Mr. Phelps which has been given to me by Mr. Bayard. This note contains a proposal for the settlement of the fisheries question.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

His Excellency

The MARQUIS OF LANSDOWNE, K.C.M.G.,
&c. &c. &c.

[Enclosure No. 1.]

Mr. Bayard to Mr. Phelps.

[No. 459.]

DEPARTMENT OF STATE,

WASHINGTON, 15th November, 1886.

SIR,—The season for taking mackerel has now closed, and I understand the Marine Police Force of the territorial waters in British North America has been withdrawn, so that no further occasion for the administration of a strained and vexatious construction of the Convention of 1818 between the United States and Great Britain, is likely for several months at least.

During this period of comparative serenity, I earnestly hope that such measures will be adopted by those charged with the administration of the respective Governments as will

prevent the renewal of the proceedings witnessed during the past fishing season in the ports and harbours of Nova Scotia, and at other points in the Maritime Provinces of the Dominion, by which citizens of the United States engaged in open-sea fishing were subjected to much unjust and unfriendly treatment by the local authorities in those regions, and thereby not only suffered serious loss in their legitimate pursuit, but, by the fear of annoyance, which was conveyed to others likewise employed, the general business of open-sea fishing by citizens of the United States was importantly injured.

My instructions to you during the period of these occurrences have from time to time set forth their regrettable character, and they have also been brought promptly to the notice of the Representative of Her Majesty's Government at this capital.

These representations, candidly and fully made, have not produced those results of checking the unwarranted interference (frequently accompanied by rudeness and an unnecessary demonstration of force) with the rights of our fishermen guaranteed by express treaty stipulations, and secured to them—as I confidently believe—by the public commercial laws and regulations of the two countries, and which are demanded by the laws of hospitality to which all friendly civilized nations owe allegiance. Again I beg that you will invite Her Majesty's counsellors gravely to consider the necessity of preventing the repetition of conduct on the part of the Canadian officials which may endanger the peace of two kindred and friendly nations.

To this end, and to ensure to the inhabitants of the Dominion the efficient protection of the exclusive rights to their inshore fisheries, as provided by the Convention of 1818, as well as to prevent any abuse of the privileges reserved and guaranteed by that instrument forever to the citizens of the United States engaged in fishing,—and responding to the suggestion made to you by the Earl of Iddesleigh in the month of September last that a *modus vivendi* should be agreed upon between the two countries to prevent encroachment by American fishermen upon the Canadian inshore fisheries, and equally to secure them from all molestation when exercising only their just and ancient rights,—I now enclose the draft of a memorandum which you may propose to Lord Iddesleigh, and which, I trust, will be found to contain a satisfactory basis for the solution of existing difficulties and assist in securing an assured, just, honourable, and, therefore, mutually satisfactory settlement of the long vexed question of the North Atlantic fisheries.

I am encouraged in the expectation that the propositions embodied in the memorandum referred to will be acceptable to Her Majesty's Government, because, in the month of April, 1866, Mr. Seward, then Secretary of State, sent forward to Mr. Adams, at that time United States' Minister in London, the draft of a protocol which in substance coincides with the first article of the proposal now sent to you, as you will see by reference to Vol. I of the United States' Diplomatic Correspondence for 1866, page 98 *et seq.*

I find that, in a published instruction to Sir F. Bruce, then Her Majesty's Minister in the United States, under date of May 11, 1866, the Earl of Clarendon, at that time Her Majesty's Secretary of State for Foreign Affairs, approved them, but declined to accept the final proposition of Mr. Seward's protocol, which is not contained in the memorandum now forwarded.

Your attention is drawn to the great value of these three propositions, as containing a well-defined and practical interpretation of Article 1 of the Convention of 1818, the enforcement of which co-operatively by the two Governments, it may reasonably be hoped, will efficiently remove those causes of irritation of which variant constructions hitherto have been so unhappily fruitful.

In proposing the adoption of a width of ten miles at the mouth as a proper definition of the bays in which, except on certain specified coasts, the fishermen of the United States are not to take fish, I have followed the example furnished by France and Great Britain in their Convention signed at Paris on the 2nd of August, 1839. This definition was referred to and approved by Mr. Bates, the Umpire of the Commission under the Treaty of 1853, in the case of the United States' fishing schooner "Washington," and has since been notably approved and adopted in the convention signed at The Hague in 1882, and subsequently ratified in relation to fishing in the North Sea, between Germany, Belgium, Denmark, France, Great Britain, and the Netherlands.

The present memorandum also contains provisions for the usual commercial facilities allowed everywhere for the promotion of legitimate trade, and nowhere more fully than in British ports and under the commercial policies of that nation. Such facilities cannot with any show of reason be denied to American fishing vessels when plying their vocations in deep-sea fishing grounds in the localities open to them equally with other nationalities. The Convention of 1818 inhibits the "taking, drying or curing fish" by American fishermen in certain waters and on certain coasts, and when these objects are effected, the inhibitory features are exhausted. Everything that may presumably guard against an infraction of

these provisions will be recognized and obeyed by the Government of the United States, but should not be pressed beyond its natural force.

By its very terms and necessary intendment, the same treaty recognizes the continuance permanently of the accustomed rights of American fishermen, in those places not embraced in the renunciation of the treaty, to prosecute the business as freely as did their forefathers.

No construction of the Convention of 1818 that strikes at or impedes the open-sea fishing by citizens of the United States, can be accepted, nor should a treaty of friendship be tortured into a means of such offence, nor should such an end be accomplished by indirection. Therefore, by causing the same port regulations and commercial rights to be applied to vessels engaged therein as are enforced relative to other trading craft, we propose to prevent a ban from being put upon the lawful and regular business of open-sea fishing.

Arrangements now exist between the Governments of Great Britain and France, and Great Britain and Germany, for the submission in the first instance of all cases of seizure to the joint examination and decision of two discreet and able commanding officers of the navy of the respective countries, whose vessels are to be sent on duty to cruise in the waters to be guarded against encroachment. Copies of these agreements are herewith enclosed for reference. The additional feature of an Umpire in case of a difference in opinion, is borrowed from the terms of Article 1, of the Treaty of June 5, 1854, between the United States and Great Britain.

This same Treaty of 1854 contains in its first article provision for a joint Commission for marking the fishing limits, and is therefore a precedent for the present proposition.

The season of 1886 for inshore fishing on the Canadian coasts has come to an end, - and assuredly no lack of vigilance or promptitude in making seizures can be ascribed to the vessels of the Marine Police of the Dominion. The record of their operations discloses but a single American vessel found violating the inhibitions of the Convention of 1818, by fishing within three marine miles of the coast. The numerous seizures made have been of vessels quietly at anchor in established ports of entry, under charges which, up to this day, have not been particularized sufficiently to allow of an intelligent defence. Not one has been condemned after trial and hearing, but many have been fined without hearing or judgment, for technical violations of alleged commercial regulations, although all commercial privileges have been simultaneously denied to them. In no instance has any resistance been offered to Canadian authority, even when exercised with useless and irritating provocation.

It is trusted that the agreement now proposed may be readily accepted by Her Majesty's Ministry.

Should the Earl of Iddesleigh express a desire to possess the text of this despatch, in view of its intimate relation to the subject-matter of the memorandum and as evidencing the sincere and cordial disposition which prompts this proposal, you will give His Lordship a copy.

I am, Sir, your obedient servant,

(Sd.) T. F. BAYARD.

EDWARD J. PHELPS, Esq.,
&c., &c., &c.

[Enclosure No. 2.]

PROPOSAL for Settlement of all Questions in Dispute in Relation to the Fisheries on the North-Eastern Coasts of British North America.

Whereas, in the 1st Article of the Convention between the United States and Great Britain, concluded and signed in London on the 20th of October, 1818, it was agreed between the High Contracting Parties "that the inhabitants of the said United States shall have forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours and creeks, from Mount Joly on the southern coast of Labrador, to and through the Straits of Belle Isle; and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty forever to dry and cure fish in any of the unsettled bays, harbours and creeks of the southern part of the coast of Newfoundland, hereabove described, and of the coast of Labrador; but so soon as the same, or any portion thereof,

shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled without previous agreement for such purpose with the inhabitants, proprietors or possessors of the ground ;" and was declared that "the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbours of His Britannic Majesty's dominions in America not included within the above-mentioned limits: Provided, however, that the American fishermen shall be admitted to enter such bays or harbours for the purpose of shelter, and of repairing damages therein, of purchasing wood and obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them ;" and whereas differences have arisen in regard to the extent of the above mentioned renunciation, the Government of the United States and Her Majesty the Queen of Great Britain, being equally desirous of avoiding further misunderstanding, agree to appoint a mixed commission for the following purposes, namely :—

1. To agree upon and establish by a series of lines the limits which shall separate the exclusive from the common right of fishing on the coasts and in the adjacent waters of the British North American colonies, in conformity with the 1st Article of the Convention of 1818, except that the bays and harbours from which American fishermen are in the future to be excluded, save for the purposes for which entrance into bays and harbours is permitted by said article, are hereby agreed to be taken to be such bays and harbours as are ten or less than ten miles in width, and the distance of three marine miles from such bays and harbours shall be measured from a straight line drawn across the bay or harbour, in the part nearest the entrance, at the first point where the width does not exceed ten miles ; the said lines to be regularly numbered, duly described, and also clearly marked on charts prepared in duplicate for the purpose.

2. To agree upon and establish such regulations as may be necessary and proper to secure to the fishermen of the United States the privilege of entering bays and harbours for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and to agree upon and establish such restrictions as may be necessary to prevent the abuse of the privilege reserved by said Convention to the fishermen of the United States.

3. To agree upon and recommend the penalties to be adjudged, and such proceedings and jurisdiction as may be necessary to secure a speedy trial and judgment with as little expense as possible, for the violators of rights and the transgressors of the limits and restrictions which may be hereby adopted :

Provided, however, that the limits, restrictions and regulations which may be agreed upon by the said commission shall not be final, nor have any effect, until so jointly confirmed and declared by the United States and Her Majesty the Queen of Great Britain, either by treaty or by laws mutually acknowledged.

ARTICLE II.

Pending a definitive arrangement on the subject, Her Britannic Majesty's Government agree to instruct the proper colonial and other British officers to abstain from seizing or molesting fishing vessels of the United States unless they are found within three marine miles of any of the coasts, bays, creeks, and harbours of Her Britannic Majesty's dominions in America, there fishing, or to have been fishing, or preparing to fish within those limits, not included within the limits within which, under the Treaty of 1818, the fishermen of the United States continue to retain a common right of fishery with Her Britannic Majesty's subjects.

ARTICLE III.

For the purpose of executing Article I of the Convention of 1818, the Government of the United States and the Government of Her Britannic Majesty hereby agree to send each to the Gulf of St. Lawrence a national vessel, and also one each to cruise during the fishing season on the southern coasts of Nova Scotia. Whenever a fishing vessel of the United States shall be seized for violating the provisions of the aforesaid Convention by fishing or preparing to fish within three marine miles of any of the coasts, bays, creeks, and harbours of Her Britannic Majesty's dominions included within the limits within which fishing is by the terms of the said Convention renounced, such vessel shall forthwith be reported to the officer in command of one of the said national vessels, who, in conjunction with the officer in command of another of said vessels of the different nationality, shall hear and examine into the facts of the case. Should the said commanding officers be of opinion that the charge is not sustained, the vessel shall be released. But if they should be of opinion that the vessel should be subjected to a judicial examination, she shall forthwith be sent for trial

before the Vice-Admiralty Court at Halifax. If, however, the said commanding officers should differ in opinion, they shall name some third person to act as umpire between them, and should they be unable to agree upon the name of such third person, they shall each name a person, and it shall be determined by lot which of the two persons so named shall be the umpire.

ARTICLE IV.

The fishing vessels in the United States shall have in the established ports of entry of Her Britannic Majesty's Dominions in America, the same commercial privileges as other vessels of the United States, including the purchase of bait and other supplies; and such privileges shall be exercised subject to the same rules and regulations, and payment of the same port charges, as are prescribed for other vessels of the United States.

ARTICLE V

The Government of Her Britannic Majesty agree to release all United States' fishing vessels now under seizure for failing to report at Custom Houses when seeking shelter, repairs or supplies, and to refund all fines exacted for such failure to report. And the High Contracting Parties agree to appoint a Joint Commission to ascertain the amount of damage caused to American fishermen, during the year 1886, by seizure and detention in violation of the Treaty of 1818, said Commission to make awards therefor to the parties injured.

ARTICLE VI.

The Government of the United States and the Government of Her Britannic Majesty agree to give concurrent notification and warning of Canadian Customs regulations, and the United States agrees to admonish its fishermen to comply with them, and co-operate in securing their enforcement.

No. 166.

Lord Lansdowne to Sir L. West.

(No. 88.)

OTTAWA, 28th December, 1886.

SIR,—I have the honour to acknowledge receipt of your despatch No. 109 of the 22nd inst., enclosing copies of a note from the Secretary of State to Mr. Phelps containing a proposal for the settlement of the Fisheries question.

The proposal will receive the early attention of my Government.

I have, &c.,

(Sd.) LANSDOWNE.

Sir L. S. SACKVILLE WEST, K.C.M.G.,
&c., &c., &c.

No. 167.

Secretary of State to Lord Lansdowne.

[Telegram.]

24th December, 1886.

The United States' Government request Solicitors of "D. J. Adams" may be given for purposes of trial copies of reports by Scott or Customs Officers in connection with seizure. Her Majesty's Government propose to answer to following effect:

Solicitors appear to be not entitled to documents desired, otherwise they would obtain all necessary papers by means of legal procedure. Under the circumstances it does not lie with Her Majesty's Government to interfere with course of justice. Do you concur or does your Government consider it desirable to offer observations before Her Majesty's Government answer.

(Sd.)

SECRETARY OF STATE.

No. 168.

Lord Lansdowne to Secretary of State.

[Telegram.]

25th December, 1886.

Your telegram of the 24th December. My Government concurs in answer suggested.

(Sd.)

LANSDOWNE.

No. 169.

The Governor General to Mr. Stanhope.

OTTAWA, 28th December, 1886.

SIR,—I have the honour to inform you that I have received from Sir L. West a despatch dated the 22nd inst., enclosing copies of a letter from Mr. Bayard to Mr. Phelps dated 15th November, 1886, and of a memorandum in which is contained the draft of a proposal by Mr. Bayard "for the settlement of all questions in dispute in relation to the fisheries on the north-eastern coasts of British North America." These papers, of which printed copies were sent to me, have, no doubt, been transmitted to you through the Foreign Office.

2. I have referred Mr. Bayard's letter and the memorandum to my advisers, and I shall as soon as possible lay before you the formal expression of their opinion upon the subject. As, however, many members of my Government are absent from their offices at this season of the year and as some time must necessarily elapse before Mr. Bayard's proposal can be reviewed at length, it is as well that I should without further loss of time make you aware of some of the objections to which it is open, and which will, I have no doubt whatever, be made to it.

3. I would, before going further, observe that I have read with satisfaction Mr. Bayard's expression of his hope that advantage will be taken of the period of "comparative serenity" which is likely to prevail during the next few months, in order to arrive at an understanding which might put an end to any doubts which now exist with regard to the rights and privileges of United States' fishermen in Canadian waters.

4. I should however be slow to admit that the proceedings taken by the Canadian authorities during the past fishing season deserve to be characterized in the terms applied to them by Mr. Bayard. The reports which I have from time to time had the honour of sending to you have shown that the acts of interference which Mr. Bayard describes as involving the unjust and unfriendly treatment of citizens of the United States were rendered necessary in consequence of the violation by them of the laws to which all vessels resorting to Canadian waters are without exception amenable.

5. My Government does not yield to that of the United States in its desire to reduce within the narrowest limits the occasions for interference with the fishermen of the latter power and should it prove to be the case that there is no prospect of the establishment of closer and mutually advantageous relations between the two countries either in respect of the fish trade and fishing or of commercial intercourse generally, it will certainly be desirable that steps should be taken to determine beyond dispute the precise limits which divide the waters in which Canadian fishermen have the exclusive right of fishing from those in which that right is common to fishermen of all nations. A proposal for the appointment of a mixed Commission to which this duty should, subject to the concurrence of the Governments of the powers interested, be entrusted was, as Mr. Bayard points out, made in the year 1866, by the American Government and formed the subject of negotiations which were eventually superseded by those which led to the Treaty of 1871, and to the appointment of the Halifax Commission, which however did not deal with the question of the limits of the terri-

torial waters of Canada. If Mr. Bayard had simply reverted to the Adams-Clarendon memorandum of 1866, omitting the concluding paragraph to which objection was taken at the time by Lord Clarendon and which as Mr. Bayard at page two of his letter points out is not contained in the memorandum which he now submits, I should have regarded more hopefully than I do at this moment the prospect of an understanding being arrived at before another fishing season commences.

6. The first article however of the Draft Proposal now submitted by Mr. Bayard, while in other respects following closely the Adams-Clarendon memorandum, differs from that memorandum, not only in the omission of the final paragraph of the latter, but also in that it adds (see Mr. Bayard's Draft, Article I, Subsection I) the important stipulation that the Bays and Harbours from which American Fishermen are in the future to be excluded save for the purposes for which entrance into the Bays and Harbours is permitted by said Act are hereby agreed to be taken to be such Bays and Harbours only as are ten or less than ten miles in width.

7. This reservation would involve the surrender of the exclusive right of fishing in bays which have hitherto been regarded as beyond all question within the territorial waters of Canada, such, for instance, as the right of fishing in the inner waters of the Bay of Chaleurs at points 40 or 50 miles from its mouth, which, roughly speaking, may be said to be less than 20 miles wide at its opening.

8. I observe that Mr. Bayard in that part of his letter which refers to this suggestion has cited conventions entered into by France and Great Britain in 1839 and subsequently by other European powers in support of his contention that there should be no exclusive rights of fishing in Bays measuring more than ten miles at their opening. It is, I think, obvious that local arrangements of this kind must be made with reference to the geographical peculiarities of the coasts which they affect, and to the local conditions under which the fishing industry is pursued in different parts of the world, and that it does not by any means follow that because the ten-mile limit is applicable upon portions of the coast of the continent of Europe, it is therefore applicable under the peculiar circumstances, geographical and political, which are present in the case of the North American Continent. A reference to the action of the United States' Government, and the admissions made by their statesmen in regard to bays on the American coasts will, I think, strengthen this view of the case. The award in regard to the Bay of Fundy, upon which Mr. Bayard also relies in this part of his argument, was, I believe, justified mainly upon the ground that one of the headlands which formed this bay was in the territory of the United States, and that it could not therefore be regarded as a Canadian bay.

9. The *ad interim* arrangement embodied in Art II, of the memorandum prejudices in favor of the United States one of the most important of the points which have been in dispute by deciding adversely to Canada the construction which is to be placed upon Imperial and Canadian Statutes, the proper interpretation of which is at this moment the subject of litigation before the Canadian courts. It is to be observed that this Article might, in the event of the failure of the two Governments to arrive at a definite arrangement, a contingency which, considering the relations of the United States' Senate and the President, cannot be dismissed from our contemplation, remain in the operation for an indefinite time, greatly to the disadvantage of the fishermen of this country.

10. The procedure suggested in Art III, for the investigation on the spot of all cases of trespass by United States' fishing vessels, appears to be open to criticism as capable of being used for the purpose of frustrating the ends of justice. I would submit that no case has yet been made out for depriving of their jurisdiction particularly in those cases where the offence must *ex hypothesi* have been committed within the territorial waters of the Dominion, the properly constituted and trustworthy tribunals of this country, and substituting for them an irregularly composed court of first instance, such as that which would come into existence if this Article were to be adopted.

11. Article IV prejudices in favour of the United States the important question which has arisen as to the commercial privileges to which United States' fishing vessels

are entitled while in Canadian waters. My Government will, I have no doubt, insist upon the necessity of maintaining the distinction made by the Convention of 1818 between fishing vessels endeavouring to use Canadian Bays and Harbours as a basis of operation from which to prosecute their industry in competition with Canadian fishermen, and trading vessels resorting to such bays and harbours in the ordinary course of business.

12. The history of the negotiations which preceded the Convention of 1818 makes it perfectly clear that the purchase of bait was not one of the purposes for which it was intended that United States' fishing vessels should have a right of entering Canadian waters. It is, I observe, proposed by Mr. Bayard in the article under consideration, that this point also should be decided in anticipation against the Dominion without further discussion.

13. Under Article V it is assumed that the seizures and detentions which have taken place during the past season in consequence of non-compliance by United States' fishermen with the Customs Laws of Canada have in all cases involved the violation of the Treaty of 1818 by the Canadian authorities, and we are accordingly invited before submitting our case to examination by the proposed mixed commission, to release all United States' fishing vessels now under seizure for a breach of our Customs laws, and to refund all fines exacted for such illegality. We are, in other words, before going into court, to plead guilty to all the counts contained in this part of the indictment against us.

14. Indeed, if Mr. Bayard's proposal be considered as a whole it amounts to this—that the Government of the Dominion is to submit its conduct in the past and its rights in the future to the arbitrament of a Commission, without any assurance whatever that the recommendations of that Commission are likely to be accepted by Congress and that before the enquiry commences it is to place upon record the admission that it has been in the wrong upon all the most important points in the controversy. Such an admission would involve the public renunciation of substantial and valuable rights and privileges for all time without any sort of equivalent or compensation. Mr. Bayard can, I venture to think, scarcely expect that my Government should agree to so one-sided a proposal or should make without any return, concessions so damaging to the interests of this country and so injurious to its self respect. I trust that Her Majesty's Government will, to the utmost of its ability, discourage that of the United States from pressing these proposals in their present shape, and will avoid any action which might induce the belief that the offer embodied in them is one which deserved a favourable reception at the hands of the Government of the Dominion.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable
EDWARD STANHOPE.

No. 170.

Mr. Stanhope to Lord Lansdowne.

DOWNING STREET, 30th December, 1886.

MY LORD,—I have the honour to transmit to you herewith, to be laid before your Government, a copy, received through the Foreign Office, of a note from the United States' Minister at this Court, enclosing an outline for an *ad interim* arrangement between the British and United States' Governments, on the subject of the North American Fisheries, accompanied by a despatch from Mr. Bayard containing some observations thereon.

On the receipt of these papers, Her Majesty's Minister at Washington was desired, by telegram to obtain copies of Mr. Bayard's despatch to Mr. Phelps of the

15th of November and of the proposals for an arrangement, and he was desired, if the United States' Government had no objection to transmit these copies direct to you.

In my telegram of the 27th December, I requested you to obtain at the earliest possible moment from your Government their views on Mr. Bayard's proposals and to report them to Her Majesty's Government.

I need now only add that Her Majesty's Government await with much interest the result of this reference to your Ministers.

I have, &c.,

(Sd)

EDWARD STANHOPE.

Governor General

The Most Honorable

The MARQUIS OF LANSDOWNE, G.C.M.G.

&c., &c., &c.

[Enclosure No 1.]

Mr. Phelps to Earl Iddesleigh.

UNITED STATES' LEGATION, 3rd December, 1886.

MY LORD,—I have the honour to acknowledge the receipt of your note of 30th November on the subject of the Canadian Fisheries, and to say that I shall at an early day submit to Your Lordship some considerations in reply.

Meanwhile I have the honour to transmit, in pursuance of the desire expressed by Your Lordship in conversation on the 30th November, a copy of an outline for a proposed *ad interim* arrangement between the two Governments on this subject which has been proposed by the Secretary of State of the United States.

Enclosures
of No. 165.

And I likewise transmit, in connection with it a copy of the instruction from the Secretary of State which accompanied it, and which I am authorized to submit to Your Lordship.

I have &c.,

(Sd.)

E. J. PHELPS.

The EARL OF IDDESLEIGH.

&c., &c., &c.

No. 171.

Lord Lansdowne to Secretary of State.

7th January, 1887.

With reference to my despatch of 23th December, Mr. Bayard's proposal in its present shape is one which my Government could not entertain. We are, however, prepared to accept in substance the position which is laid down in Lord Clarendon's despatch of 11th May, 1866, to Sir F. Bruce.

(S1.)

LANSDOWNE.

To the Secretary of State.

No. 172.

Sir L. West to Lord Lansdowne.

[No. 2.]

WASHINGTON, 15th January, 1887.

MY LORD,—With reference to a resolution introduced into and passed by the House of Representatives, I have the honour to enclose to Your Excellency herewith copies of the reply of the Secretary of the Treasury thereto, and to call attention to

the terms "brutally exclude" (page 191), and "passionate spite" (page 192), used in connection with your Government and its officers.

I have, &c.,

(Sd.) L. S. S. WEST.

His Excellency

The MARQUIS OF LANSDOWNE, G.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

49TH CONGRESS, }
2d Session. }

HOUSE OF REPRESENTATIVES.

{ Ex. Doc.
{ No. 78.

AMERICAN FISHERIES.

Reply of the Secretary of the Treasury.

TREASURY DEPARTMENT, 10th January, 1887.

SIR,—I have the honour to receive the resolution of the House of the 14th ultimo, making inquiry in regard to the "interpretation now given by the Treasury Department to the tariff law of eighteen hundred and eighty-three, which in one section declares that 'fish, fresh for immediate consumption,' shall be free of tax on arrival at our sea ports or lake ports, and in another section declares that 'foreign caught fish, imported fresh,' shall be taxed at the rate of fifty cents for each hundred pounds," and also requesting me "to transmit to the House copies of all official correspondence, opinions and decisions bearing on the subject, together with a statement of the duties collected each year, since eighteen hundred and sixty-five, on the several descriptions of fish caught on the lakes, or the Canadian tributaries thereof, and also on the several descriptions caught in the North Atlantic, or on the shores of the islands thereof."

FROZEN FISH.

A satisfactory reply to these inquiries will make necessary a preliminary statement, and an exhibition of certain details connected therewith.

By the tariff law of 1846, there was levied 20 per cent. *ad valorem*, on the foreign value of:

"Fish, foreign, whether *fresh*, smoked, salted, dried, or pickled, not otherwise provided for."

The same schedule, and language, were preserved in the tariff law of 1857, but the rate was reduced to 15 per cent.

The tariff law of 2nd March, 1861, levied in the tenth section the following rates:

"On mackerel, two dollars per barrel; on herrings, pickled or salted, one dollar per barrel; on pickled salmon, three dollars per barrel; on all other fish, pickled, in barrels, one dollar and fifty cents per barrel; on all other foreign-caught fish, imported otherwise than in barrels or half-barrels, or whether fresh, smoked or dried, salted or pickled, not otherwise provided for, fifty cents per one hundred pounds."

In its twenty-third section that law declared that "fish, fresh caught, for daily consumption," shall be exempt from duty.

Then began a perplexity which has embarrassed the Department up to the present day. Some one at the port of entry must, under that clause, decide whether or not the fish, entered as free thereunder, is "fresh caught," and is "for daily consumption." Did the qualification "for daily consumption" refer to the "fish," or to the catching, and the purpose of the catching? Who can correctly pass judgment on the motive of the fishermen, or of the importer?

On 18th June, 1866, this Department decided (see Appendix A) that the phrase included all fish imported for consumption, while fresh, and did not include fish imported fresh, but to be afterwards dried, or pickled, or cured for future use. "Daily consumption," said this Department, twenty years ago, "means consumption within a short time." That view seems correct, but, nevertheless, the law was intrinsically incapable of exact execution, inasmuch as it might be difficult for a Customs officer to foresee, or foreknow, the intentions or purposes referred to.

I believe that the fish clause quoted above from the law of 2nd March, 1861, and which levied a tax on fish, stood till 1870, but the free clause was made in 1870 to read:

"Fish fresh, for immediate consumption."

The substitution of "immediate" for "daily" did not remove the perplexity.

The Tariff Commission did not report on the subject.

The tariff law of 1883 taxes fish at our seaports, our lake ports, and on the frontier, by these words in the schedule for "Provisions:":

"Mackerel, one cent per pound,

"Herrings, pickled or salted, one-half of one cent per pound.

"Salmon, pickled, one cent per pound; other fish, pickled, in barrels, one cent per pound.

"Foreign-caught fish, imported otherwise than in barrels or half-barrels, whether fresh, smoked, dried, salted, or pickled, not specially enumerated or provided for in this Act, fifty cents per hundred pounds."

A subsequent section declared that the following articles, when imported, shall be exempt from duty:

"Fish, fresh, for immediate consumption.

"Fish for bait.

"Oil, spermaceti, whale and other fish oils of American fisheries, and all other articles the produce of such fisheries.

"Shrimps or other shell-fish.

"Fish-sounds or fish-bladders."

The kinds of fish just described having been "specially enumerated, or provided for" in 1883, were thereby taken out of the clause levying a tax on foreign-caught fresh fish.

What has happened in the execution of the free-fish clause, during the last quarter of a century, whether the clause required "daily" or "immediate" consumption, is exhibited in the subjoined Appendix A. It is an unsatisfactory record of an effort to discover and execute an intention of the law-makers which was so ambiguously expressed as to lead to doubt and dispute. In 1877, and after the law of 1870, the difficulties were increased, partly by reason of new contrivances for the artificial freezing of fish.

At first it was doubted by collectors whether or not a fish caught in winter, thrown on the ice and frozen stiff while lying there, and imported in that condition, could be a "fresh fish," as if either a fresh fish cannot be frozen, or a frozen fish cannot be fresh. It was also insisted that a fish caught in summer, and frozen by an artificial method could not be deemed fresh, even though as fresh as one frozen by the natural coldness of winter air in a northern climate. Then it was said that the produce of American fisheries could not be carried into Canada, there artificially frozen, and afterwards be exempt from tax when entered at our ports. It was argued by Customs officers that the quantity entered could be made a safe test of "immediate consumption," as if Customs officers could correctly ascertain and decide on the "immediate" buying and consuming powers of the people. There were Customs officers who urged the Department to make the distance of the probable place of sale from the place of entry a test of "immediate consumption," as if transportation from Portland in Maine to a market at Boston could be a legal test, and "immediate" referred to place rather than time. One collector thought twenty tons of fish on one entry at a port on the lakes, could not be for "immediate consumption" by subsequent shipment and sale in the great markets of Chicago, Philadelphia, and New York. It could not be affirmed that the fish thus frozen, whether naturally or artificially, was either "smoked, or dried, or salted, or pickled." If freezing deprived the fish of freshness, it could not well be dutiable as foreign-caught fish, *fresh!* What sort of fish was it? Was it old, stale, and decayed fish that buyers and consumers sought, bought, and would eat? The contention has gone on for well-nigh a quarter of a century, nor has Congress intervened to tax frozen fish by other and explicit words!

In June last the interpretation of the law was referred to the Solicitor of this Department. His opinion, subjoined in Appendix A, does not relieve the enactment from difficulties in uniform application at each port such as the Constitution commands. If a collector shall, in order to secure such uniformity at every port, await the decision of this Department after an exhibition of the facts surrounding each entry, the fish might become anything but "fresh."

This fish clause of the tariff law affords a pertinent illustration of the need there is of revising our taxing legislation. The draughtsman of a great many of its sections, apparently unable to set down clearly his purpose, and his own idea of the method of executing it, has thrown upon appraising or collecting officers the work of ascertaining the intentions of importers, or the uses to which merchandise can be, or may be, thereafter put, which those officers are unable to perform in any reasonable time, or in any satisfactory way. To appraising and collecting work in practical administration there is a limit, which our present law too

frequently ignores, and Customs officers are unjustly criticised, or condemned for not doing such work properly.

I have dwelt upon this incident in our tariff legislation because it makes clear, even to the superficial observer, how man's inventions, and improved methods of rapid communication by steam, not only crowd down prices, and extend the saleable area of one article after another, year by year, and month by month, but even modify the necessary interpretation to be given to classifications in our taxing laws. One hundred and three years ago,—when the Treaty of Peace was signed, which apportioned the British Empire in America and its rights of fishing, between the British Government and the thirteen independent American States,—railways and steam engines were practically unknown, and the use of ice as now applied in the fishing industry, was also unknown. Even half a century ago the purchase and enjoyment of fresh fish as food was confined to places near the spot where the fish were caught. Thus it has come to pass that ice and railways have changed, even since 1870, the most obvious definition and the strictly literal application of the phrase in our tariff law, “fish, fresh, for immediate consumption.” Such causes of change are constantly occurring as to other articles, by reason of modifications in methods of production, new combinations of component materials, new nomenclature, and new commercial classifications, which enforce the need of frequent revisions of our tariff law, when the law, instead of taxing simply a few articles, requires the executive to levy and collect multifarious duties on so many hundreds and even thousands of articles.

The United States' Commissioner of Fish and Fisheries says in his report for 1881 :

“In the earlier years of the American fisheries, and in the greater abundance of inshore fisheries, with a comparatively slight demand in consequence of the small population of the country, and the difficulties of transporting the fish, it was quite possible to obtain, within easy reach of our coast, fish enough to meet all the requirements. Now, with a population of fifty millions of people, the great decline of the inshore fisheries, and the ability not only to transport fresh fish to any distance inland without deterioration, but with also the growing demand for salted, dried, and canned fish, it is of the utmost importance that every facility be furnished the fishermen in the prosecution of their business.”

In the report of the Commissioner for 1882 it is said :

“The work of increasing the supply of valuable fishes in the waters of the United States, whether by artificial propagation or by transplantation, although very successful, may be considered as yet in its infancy. It must be remembered that the agencies which have tended to diminish the abundance of the fish have been at work for many years, and are increasing in an enormous ratio. This, taken in connection with the rapid multiplication of the population of the United States, makes the work an extremely difficult one. If the general conditions remained the same as they were fifty years ago, it would be a very simple thing to restore the former equilibrium.

“At that time, it must be remembered, the methods of preservation and of wholesale transfer, by means of ice, were not known, while the means of quick transportation were very limited. Hence, a small number of fish supplied fully the demand, with the exception, of course, of species that were salted down, like the cod, the mackerel, and the herrings (including the shad). At that time a comparatively small quantity supplied the demand for fresh fish, and it was easy to more than meet the demand. Now, however, the conditions are entirely changed.”

In Appendix A will be found “the official correspondence, opinions and decisions,” on the subject of frozen fish, the record of which will disclose to your honourable body the vast amount of labour which even one ambiguous phrase in a tariff law throws upon your Treasury Department and its Customs officers. Our existing drag-net war-tariff law contains not one only, but hundreds of such phrases, and these are the least of its discreditable, scandalous, and easily remediable imperfections.

THE PRODUCTS OF AMERICAN FISHERIES EXEMPT FROM DUTY.

The clause, already quoted from the law of 1883, which exempts from seaport taxation all fish-oils of American fisheries, and “all other articles the produce of such fisheries,” has a large bearing on the inquiry made of me by the House. That exemption stands in the law of 1883, as it stood in the Revised Statutes, excepting the immaterial addition in the former of the word “oils” after “fish.” The exactment is in the law of 2nd March, 1861, which law secured the freedom of such articles from tariff taxes down to the Revised Statutes. The tariff laws of 1857, and 1846, contain the clause of 1861. The law of 1841 declares that “whale and other fish oils of American fisheries,” and all other articles the produce of said fisheries shall be exempt from duty. Before 1841 the clause does not appear in the statutes, and yet a manual issued in New York by Deputy Collector Lyon in 1828, and another in 1832, put down as free : “Fisheries of the United States and their territories,—all products.”

I also find substantially the same language in two compilations of the tariff laws—one by Meyer Moses in 1830, and one by E. D. Ogden in 1840 and still another compilation, in 1828, by "James Campbell, entry clerk, custom house, New-York," in which he enumerates "fish of the fisheries of the United States or its Territories, free." Mr. Ogden was for many years chief entry clerk at the port of New York, and a compiler of the revenue laws. In his edition for 1840 he cites as authority for the phrase the Acts of 14th July, 1832, 1840, and 1841. The explanation is probably this: The final clause of the first section of Act of 10th August, 1790, levies duties on a plan unlike that now used. It taxes at five per cent. *ad valorem* certain classes of merchandise, and then rescues from taxation certain specified commodities, "and, generally, all articles of the growth, the *product*, or manufactures of the United States." The two sentences next to the last in the first section of the law of 27th April, 1816, impose duties "on spermaceti oil of *foreign* fishing, (and) on whale and other fish oil of *foreign* fishing." The language in that law, as to the products named, is precisely the same as that used in the present tariff, with the single substitution in the latter "of *American* fisheries" for the words "of *foreign* fishing" in the former. My conclusion is that only the products of *foreign* fishing having been provided for as dutiable, the products of American fisheries were by a clear implication exempted from duty as the products of the United States. That they were the products of the United States is, it seems to me, put beyond question by the fact that bounties were paid to vessels engaged in American fisheries.

In 1836, it was decided by Mr Justice Story that when whales have been caught, and oil has been therefrom produced, by the crew of an American vessel, the oil is not the product of "foreign fishing" and dutiable, even although owned by aliens when entered at our ports. He said that the inquiry whether or not the oil was of "foreign fishing" depended upon the nationality of the vessel when the whales were caught and the oil extracted, and not upon any subsequent events.

In a series of comparatively recent decisions by this Department, copies of the text of which will be found in Appendix B, Fisheries have been defined as "*American*" within the meaning of our revenue laws, although the taking of the fish be on the high seas, or within a foreign jurisdiction. That should in part be so for other reasons than were assigned in those decision inasmuch as Customs duties are, in general, only imposed on articles when imported from a port, or place, within the exclusive dominion of a foreign State, which could not be said of fish, or their products, arriving from the ocean where the fish were caught.

The phrase "fisheries of the United States," is in the first tariff law enacted by the first Congress which sat under the Constitution, and the test of American fishing has, from that day to this uniformly been the nationality of the vessel, regardless of the place where the fish were taken. Even the Treaty of Washington, which admitted free of duty into each country fish of all kinds being the produce of the fisheries of either country, excepting fish of the inland lakes, and of the rivers falling into them, left fish caught therein by American vessels entitled to free entry in our ports as formerly. Our Supreme Court declared in 1876, that, subject to the paramount right of navigation (the power to regulate which is in the Federal Government) each State owns the bed of the tide-waters within its jurisdiction, and may appropriate them to be used exclusively by its citizens as a common for cultivating and taking fish if navigation be not impeded; but the Treaty of 1854 gave, nevertheless, to British subjects, in common with American citizens, the liberty to fish on our coasts north of the 36th parallel of north latitude, and the Treaty of 1871 gave the liberty north of the 39th parallel. Those treaties having fallen, and the fishing rights of Massachusetts on her coasts having returned to her, she may permit British vessels to fish on her coasts, but then it could not be said that the fish, if entered at our ports, had been imported from a foreign port. But apart from such an improbable incident to complicate the proposition, it may be safely affirmed that all fishing-grounds, whether on the high seas, or on the Canadian coasts secured to us by treaty stipulations, are "*American Fisheries*" if the fish are caught by vessels regularly documented by the Treasury Department. In that sense and to that end, the ocean and certain Canadian coasts are (under the Treaties of 1783 and 1818) our "*fishing-grounds*."

WHAT VESSELS ARE AMERICAN VESSELS ?

In this relation, which concerns the freedom from taxation at our ports of fish products taken in the sea, or on Canadian coasts, and also concerns our pending serious differences with the British Government— it is important to realize what constitutes an American vessel thus capable of enlarging the area from which free fish can be entered at our ports. Congress, notably by the enactment of 5th July, 1884, has committed to the Head of this Department the supervision of the commercial marine, and merchant seamen of the United States, and of the decision of all questions relating to the issue of registers, enrolments, and licenses of vessels, and to the preservation of those documents. Whether or not a private vessel, claiming to be American, is American, and entitled to carry and display that flag, depends

solely on the character of the ship's papers that it carries by the permission of Congress, given under the attestation of this Department.—The only question is this: Has the vessel conformed to the laws, not of a foreign country, but of the United States? In the decision of that question her papers must be *prima facie* evidence against all the world. These considerations are elementary, but they are important now as defining what are "American fisheries," whose products are in our ports exempt from Customs taxes.

The section of our law which authorizes a vessel, licensed for carrying on fishery, to "touch and trade at any foreign port" is not a modern contrivance for modern exigencies, as Canadian local officials intimate, but has been on our statute-book since 1793. As literally reproduced in section 4364 of the Revised Statutes, it gives the permission of this Department to any vessel, so licensed for carrying on the fisheries of the United States, to enter British or other foreign ports, as a commercial vessel, and to there enjoy the rights and privileges accorded to vessels of the United States sailing "foreign" under a register, and not engaged in the fisheries. The permission thus given to fishing vessels to "touch and trade" has been understood by this Department for nearly a hundred years as conferring upon the vessel a right to land, and to receive on board a cargo of merchandise, in the same manner as if she were not engaged in the fisheries. On the return of the vessel to the United States, she is required to make regular entry, and to be in all respects subject to the regulations prescribed for vessels arriving from foreign ports.

MEDIAEVAL RESTRICTIONS ON FREE NAVIGATION.

The stipulations of the Treaty of 1815 only applied in our favour to British territories in Europe. If they were applicable now to British territories in America the present differences in British North America should not exist; for the first article of that convention declares that "the inhabitants of the two countries, respectively, shall have liberty, freely and securely, to come with their ships and cargoes to all such places, ports and rivers, in the territories aforesaid, to which other foreigners are permitted to come, to enter into the same, and to remain and reside in any parts of the said territories, respectively."

The second article stipulates that, as to "the intercourse" between the United States and British possessions in North America, "each party shall remain in the complete possession of its rights."

In 1827, when the Treaty of 1815 was extended for an indefinite time, the United States struggled in vain with England for a more liberal agreement, or a more liberal interpretation of that of 1815, but could obtain neither.

Such liberty of access by American vessels to British colonial ports on this continent was the subject of fruitless negotiation by each of the first six Presidents. The endeavour was continued during forty years, and was only successful in the hands of General Jackson, as President, Mr. Van Buren as Secretary of State, and Mr. McLane as Minister to London, and then by concerted legislation relating at first only to the British West Indies. It having been arranged that there would be legislation at London opening to us the British colonial ports to the south of us on this continent, Congress, on 29th May, 1830, authorized President Jackson to proclaim our ports open "indefinitely, or for a fixed term," to British vessels from the islands, provinces, or colonies of Great Britain, on or near the North American continent," and north, south, or east of the United States.

Soon thereafter, and on 5th October, 1830, President Jackson did issue the Proclamation, and on 26th June, 1884, Congress again reduced tonnage dues on Canadian vessels of all sorts entering our ports. By such concerted and reciprocal legislation, the mediæval barriers around colonial possessions in America by which the mother Country had so long endeavoured for her own benefit to hamper and restrict the trade of the colonies, and to levy differential duties in favour of colonial produce, have been broken down. The Privy Council, and the Governor-General of the Dominion of Canada, while conceding that Canadian ports are now open to American trading vessels, attempt to apply that mediæval and discarded restrictive system to American fishermen on the high seas.

In 1845, after many years of effort by the United States, England again relaxed the rigor of the restrictions of her ancient laws of transportation, as applied to her colonies, and the two countries entered upon a new period of prosperity flowing from the unhindered carriage of merchandise in bond by land and water. That legislation covering the British North American provinces began, on our part, on 3rd March, 1845. In 1846 came the comprehensive system of warehousing, the general features of which are now in force, devised and perfected, during the administration of President Polk, by my distinguished predecessor, Mr. Robert J. Walker. In 1849, 1850, 1854, and subsequently, that system of warehousing, and transportation in bond by railway and steamboat, has been amended and improved so that to-day we of the United States and they of the Dominion of Canada are reaping the advantages of an international organization by which merchandise, whether dutiable or free, and if dutiable without payment

of duties in transit, can if entered at one of our ports proceed immediately over our territory to Canada, or, if landed at a Canadian port, can come freely to its destination in the United States, or can pass from one of our own ports to another over Canadian soil, and, in like manner, from one Canadian port to another over American soil. It is to be regretted that the British North American provinces impede and impair the full fruition of this beneficent system of international intercourse and transportation by unworthy and petty spite in their ports against American deep sea fishermen.

From 1821 to 1832, the aggregate annual traffic between the United States and the British North American provinces averaged only \$3,267,153; from 1832 to 1845 it rose to \$6,313,780, but, under liberal transportation arrangements, it rose from 1846 to 1853 to no less an annual average than \$14,230,763, leaving in our favour, during that period of eight years, a balance of trade of over 40½ millions of dollars.

It was in 1845 that England, changing her colonial policy, empowered the Canadian provinces to make a tariff on imports to suit themselves. During the next year those provinces removed the barrier against American products which existed, in the form of differential rates in favour of British products, and admitted commodities from our side of the line on the same terms as commodities were admitted coming from British ports. In 1849, England, having by her Minister at Washington previously communicated with the Treasury Department, presented a further proposition for a further reciprocal relaxation of commercial restrictions which impeded trade across the boundary line. The administration of President Fillmore endeavoured to promote the object for which my predecessor in this Department, Mr. Robert J. Walker, strove, in 1846, in his correspondence with the British Minister.

This good result of only a partial experiment of reciprocal comity naturally led to negotiations for a more comprehensive international arrangement, and such a one was concluded in 1854 by negotiations conducted at Washington, on our side during the administration of President Pierce by a wise and illustrious statesman and citizen of New York, Mr. Marcy, who was then Secretary of State. That reciprocity treaty was in force till 1866, a period covering our civil war. Under its influence, the aggregate interchange of commodities between ourselves and the inhabitants of all the British provinces, — numbering not as many as those of the State of New York, — rose from an annual average of a little over 14 millions of dollars, in the previous eight years to over 53½ millions in gold in 1855, to nearly 50 millions in 1856, and to 84 millions in the last year of its existence. During the thirteen years the British provinces, according to their official returns, purchased from us articles valued at over 359½ millions of dollars in gold, and we bought from them 197 millions, thus making an international traffic of nearly 556½ millions of dollars on a gold valuation. I can but think that if that treaty of 1854 had remained in force till this day, the two peoples, — divided by a boundary line which can only with difficulty be discerned from the Arctic ocean to the Pacific, from the Pacific to Lake Superior, and from Lake Ontario to the Atlantic, — would now be one people, at least for all purposes of production, trade and business.

During the past summer, while American vessels, regularly documented, have been excluded from the hospitality and privileges of trading in Canadian ports, Canadian fishing vessels have been permitted freely to enter and use American ports along the New England coast, have been protected by this Department in such entry and use, and have not been required to pay any other fees, charges, taxes, or dues than have been imposed upon the vessels of other governments similarly situated. The hospitality elsewhere, and generally extended in British ports to American commercial vessels has not been less, in quality or quantity, as I am informed, than the hospitality extended to British vessels in American ports; but there is this marked difference, that, while this Department protects Canadian fishermen in the use of American ports, the Dominion of Canada *brutally excludes* American fishermen from Canadian ports. This dependence of port hospitality, as between this Government and the British Government, in respect to vessels of either, is emphasized by the seventeenth section of the law of 19th June, 1886, empowering the President to suspend commercial privileges to the vessels of any country denying the same to United States' vessels. That section is in harmony with a section in the British navigation law which authorizes the Queen, whenever British vessels are subject in any foreign country to prohibitions or restrictions, to impose by Order in Council such prohibitions, or restrictions upon ships of such foreign country, either as to voyages in which they may engage, or as to the articles which they may import into or export from any British possession in any part of the world, so as to place the ships of such country on as nearly as possible the same footing in British ports as that on which British ships are placed in ports of such country.

REVENUE LAWS AND REGULATIONS.

The Head of this Department, having the responsibility of enforcing the collection of duties upon such a vast number of imported articles, under circumstances of so long a sea-coast and frontier line to be guarded against the devices of smugglers, should not be inclined

to under estimate the solicitude of the local officers of the Dominion of Canada to protect its own revenue from similar invasion. The laws for the collection of duties on imports in force in the United States and in the Dominion of Canada, respectively, will be found, on comparison, to be on many points similar in their objects and methods. They should naturally be similar, for both had, in the beginning, the same common origin. In the United States, Congress has divided the territory of each State by metes and bounds, usually by towns, cities, or counties, into collection districts, for the purpose of collecting duties on imports, and in each collection district has established a port of entry and ports of delivery. In that manner all our sea-coast frontier is sub-divided for revenue purposes. The object of our law is to place every vessel arriving from a foreign port in the custody of a Customs officer immediately upon her arrival, in order that no merchandise may be unladen therefrom without the knowledge of the Government. The Canadian law is much the same as our own in that regard, and in comparison with our own does not seem to me be unnecessarily severe in its general provisions. Our own law provides, for example (sec 2774, Rev. Stat.,) that :—

“ Within twenty four hours after the arrival of any vessel, from any foreign port, at any port of the United States established by law, at which an officer of the Customs resides, or within any harbor, inlet, or creek thereof, if the hours of the business of the office of the chief officer of Customs will permit, or as soon thereafter as such hours will permit, the master shall report to such officer, and make report to the chief officer, of the arrival of the vessel ; and he shall within forty-eight hours after such arrival make a further report in writing to the collector of the district, which report shall be in the form, and shall contain all the particulars required to be inserted in and verified like the manifest. Every Master who shall neglect or omit to make either of such reports or declaration, or to verify any such declaration as required, or shall not fully comply with the true intent and meaning of this section, shall, for each offence be liable to a penalty of one thousand dollars. ”

Condemnation does not, in the opinion of this Department, justly rest upon the Dominion of Canada because she has upon her statute-books and enforces a law similar to the foregoing, but because she refuses to permit American deep sea fishing vessels, navigating and using the ocean, to enter her ports for the ordinary purposes of trade and commerce, even though they have never attempted to fish within the territorial limits of Canada, and intend obedience to every requirement of the Customs laws, and of every other law of the port which such vessels seek to enter. American fishing vessels duly authenticated by this Department, and having a permit “ to touch and trade,” should be permitted to visit Canadian ports, and buy supplies, and enjoy ordinary commercial privileges, unless such a right is withheld in our ports from Canadian vessels. That right is denied by the Privy Council and the Governor General of the Canadian Dominion, upon the ground that it would be in effect a *pro tanto* abrogation of the Treaty of 1818. That contention is an error, in the opinion of this Department, because the Treaty of 1818 has no application to the subject matter. If the right claimed by this Department for American vessels authenticated by this Department were conceded by Canada, it would only apply to a few ports established by law for the entry of foreign vessels, and would merely enable United States' fishing vessels to pursue their regular business after entry into or departure from such ports, under the same rules and regulations as are applied to the commercial vessels of other nations. We ask that American fishing vessels shall enjoy hospitality in such Canadian ports as are set apart for the entry of foreign vessels, for the unloading and shipment of merchandise, and generally for foreign commerce.

This Department has had occasion in the past, and may be compelled in the future, to seize and prosecute to forfeiture foreign as well as domestic vessels violating in our own ports, the Customs law, but I believe there never has been in the past, and I hope there never will be in the future, such *passionate spite* displayed by the officers of this Government, as has during the last summer been exhibited in the Dominion of Canada toward well meaning American fishermen. Congress has forbidden the Head of this Department to prosecute even for evasion of tariff law unless satisfied of “ an actual intention to defraud. ”

TONNAGE OF VESSELS ENGAGED IN AMERICAN FISHERIES, AND THE NATIONALITIES OF THE

FISHERMEN.

During the periods of the inquiry made of me by the House, the tonnage of American fishing-vessels of over twenty tons burden, other than whalers, will be seen in Appendix D.

That tonnage reached its maximum 203,459 in 1862, and during the subsequent seven years diminished by more than 70 per cent. The lowest number of tons was touched in the middle of the period between the expiration of the Reciprocity Treaty of 1854 and the conclusion of the Treaty of Washington of 1871. The falling off is perhaps to be attributed in great part to the repeal in 1866 of the laws allowing bounties to the vessels engaged in the fisheries. By the law of 1813 there was paid by the collector of the district where such

vessels belonged, to the owner thereof, if the vessel had been employed at sea, in fishing for the term of four months, and for each ton burden, a specified sum, not to exceed \$272 on any one vessel for one season, of which bounty three-eighths accrued to the owner and the other five-eighths to the several fishermen. In 1817 it was enacted that the bounty shall be paid only to vessels whereof the officers, and at least three-fourths of the crew, shall be citizens of the United States, or persons not the subject of any foreign prince or state. In 1819, soon after the conclusion of the Treaty of 1818, the bounties were increased, but not to exceed \$360 for each vessel. In 1864 it was enacted that the bounty shall not thereafter be paid to any vessel until satisfactory proof shall have been furnished to the collector of Customs that the import duty imposed by law upon foreign salt has been paid on all foreign salt used in curing the fish on which the claim to the allowance to the bounty is based, and the law was repealed on 28th June, 1864, (U. S. Stats. at Large, vol. 13, p. 201,) which required two-thirds of those on board to be American citizens. On 28th July, 1866, all laws and parts of laws allowing fishing-bounties to vessels thereafter licensed to engage in the fisheries was also repealed, but under the condition that duties shall be remitted on all foreign salt used by such vessels in curing fish. It seems quite probable that anticipation of the enactment repealing bounties induced, in great part, the great falling off in tonnage between 1862 and 1869.

The best estimate that can be made by this Department of the relation of aliens to citizens engaged in American fisheries, in the North Atlantic, other than whalers, is that during the last year (1886) of the 14,240 employed, seventy-eight per cent, were American citizens.

PRESENT CONDITION OF AMERICAN FISHERIES, AND THE SUM OF DUTIES COLLECTED ON FOREIGN FISH.

On May 28, 1886, and in furtherance of a suggestion made by our Fish Commissioner, this Department issued a circular letter of instruction to Collectors, a copy of which will be found in Appendix E. The replies received have been transmitted to that Commission, and therefrom valuable facts, respecting our fisheries, have been obtained, some of which the Commissioner has kindly grouped and placed at my disposition. They are respectfully submitted to the House in Appendix E. In Appendix C will be found such an exhibition of the duties collected on fish as the records of this Department, for reasons set forth in the Appendix, make available for immediate presentation to the House.

Respectfully yours,

(Sd)

DANIEL MANNING,
Secretary of the Treasury.

The Honourable

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

No. 173.

Minister at Washington to the Governor General.

[No. 4.]

WASHINGTON, 19th January, 1887.

MY LORD, —I have the honour to enclose to Your Excellency herewith copies of a Bill which has been introduced into the House of Representatives, in consequence, it is said, of the denial on the part of Your Excellency's Government of the right to land and transport American fish in bond over Canadian railroads to the United States.

I have, &c.,

(Sd.)

L. S. SACKVILLE WEST.

His Excellency

The MARQUIS OF LANSDOWNE, G.C.M.G.

&c.,

&c.,

&c.

[Enclosure No. 1.]

49TH CONGRESS, }
2d Session. }

HOUSE OF REPRESENTATIVES.

{ H. R. 10786.

17TH JANUARY, 1887.

Read twice, referred to the Committee on Foreign Affairs, and ordered to be printed.

Mr. Belmont introduced the following Bill :

A Bill "To protect American vessels against unwarrantable and unlawful discriminations in the ports of British North America."

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter whenever the President shall be satisfied that vessels of the United States are denied in ports of the British Provinces in North America bordering on the Atlantic Ocean, or in the waters adjacent to said Provinces, rights to which such vessels are entitled by treaty or by the law of nations, he may, by proclamation, prohibit vessels bearing the British flag and coming from such ports from entering the ports of the United States, or from exercising such privileges therein as he may in his proclamation define; and if, on and after the date at which such proclamation takes effect, the master or other person in charge of any such vessels shall do, in the ports, harbours or waters of the United States, for or on account of such vessel, any act forbidden by such proclamation aforesaid, such vessel, and its rigging, tackle, furniture and boats, and all the goods on board, shall be liable to seizure and forfeiture to the United States; and any person or persons preventing or attempting to prevent, or aiding any other person in preventing or attempting to prevent, any officer of the United States from enforcing this Act, shall forfeit and pay to the United States one thousand dollars, and shall be guilty of a misdemeanor, and, upon conviction thereof, shall be liable to imprisonment for a term not exceeding two years.

Sec. 2. That the President may also, by such proclamation, forbid the entrance into the United States of all merchandise coming by land from the Provinces of British North America, and may also forbid the entrance into the United States of the cars, locomotives or other rolling stock of any railway company chartered under the laws of said Provinces; and upon proof that the privileges secured by article twenty-nine of the Treaty concluded between the United States and Great Britain on the eighth day of May, eighteen hundred and seventy-one, are denied as to goods, wares and merchandise arriving at the ports of British North America, the President may also, by proclamation, forbid the exercise of the like privileges as to goods, wares and merchandise arriving in any of the ports of the United States; and any person violating or attempting to violate the provisions of any proclamation issued under this section shall forfeit and pay to the United States the sum of one thousand dollars, and shall be guilty of a misdemeanor, and, upon conviction thereof, shall be liable to imprisonment for a term not exceeding two years.

Sec. 3. That whenever, after the issuance of a proclamation under this Act, the President is satisfied that the denial of rights and privileges on which this proclamation was based no longer exists, he may withdraw the proclamation, or so much thereof as he may deem proper, and reissue the same thereafter when in his judgment the same shall be necessary.

No. 174.

Sir L. West to Lord Lansdowne.

[No. 5.]

WASHINGTON, January 21st, 1887.

MY LORD,—I have the honour to enclose herewith copies of the Bill and Report thereon for the appointment of a Commission to investigate losses and injuries inflicted on United States' citizens engaged in the North American fisheries.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

The MARQUIS OF LANSDOWNE, G.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

49TH CONGRESS, }
2nd Session. }HOUSE OF REPRESENTATIVES.
Report No. 3648.{ H. R.
10241

December 17, 1886.

Read twice, referred to the Committee on Foreign Affairs, and ordered to be printed.

January 18, 1887.

Committed to the Committee of the Whole House on the state of the Union and ordered to be printed.

Mr. Belmont introduces the following bill :—

A BILL

For the appointment of a commission to investigate concerning losses and injuries inflicted since December thirty-first, eighteen hundred and eighty-five, on United States' citizens engaged in the North American fisheries.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be, and is hereby, authorised to appoint a commissioner to proceed to such places in the United States or elsewhere as may be designated by the Secretary of State, to take testimony, under oath or affirmation, in relation to the losses and injuries inflicted since the thirty-first of December, eighteen hundred and eighty-five, by British authorities, imperial or colonial, upon citizens of the United States engaged in the fisheries on the north-east coasts of British North America. Said commissioner shall everywhere have, in respect to the administration of oaths or affirmations and the taking of testimony, the same powers as a commissioner of a circuit court, and shall be paid the same fees as are prescribed for similar services of a commissioner of a circuit court, together with travelling expenses.

[Enclosure No. 2.]

49TH CONGRESS, }
2nd Session. }HOUSE OF REPRESENTATIVES.

NORTH AMERICAN FISHERIES.{ REPORT
{ No. 3648

JANUARY 18, 1887.—Committed to the Committee of the Whole House on the state of the Union, and ordered to be printed.

Mr. BELMONT, from the Committee on Foreign Affairs, submitted the following

REPORT :

[To accompany Bill H. R. 10241.]

The Committee on Foreign Affairs, to which were referred the President's Message, of 8th. December, 1886 (Ex. Doc. No. 19), and the reply of the Secretary of the Treasury, on 10th January, 1887 (Ex. Doc. No. 78), to the resolution of the House adopted on 14th December, 1886, and House Bill 10241, submits the following report :—

Your Committee has not only given to those communications the very careful consideration which they deserve, but, during the last Session of the House, made diligent inquiry into the whole subject of American Fisheries. They were attended in the committee-room by, among others, William Henry Trescott, Esq., and Charles Levi Woodbury, Esq., of Boston. Mr. Woodbury represented all, or a large majority of, New England owners of fishing vessels, and both of the gentlemen favoured your Committee with valuable opinions on different phases of the important subject under consideration.

Your Committee is of opinion that the rightful area of our "American Fisheries" has been reduced, and the quantity of fish—fresh, dried, cured, or salted—landed in the United States free of duty has been diminished, by the conduct of the local officers in Canada. That conduct has been not only in violation of Treaty stipulations and of international comity, but during the fishing season just passed has been inhuman, as the Message of the President clearly establishes.

THE TREATY OF 1783.

The Treaty of Peace defined, in 1783, the area of American Fisheries which might, in that portion of the world, be prosecuted by American vessels. Its third article declares:

"ARTICLE III.

"It is agreed that the people of the United States shall *continue* to enjoy unmolested the right—

"(1) To take fish of every kind on the Grand Bank and all other banks of Newfoundland;

"(2) Also in the Gulf of Saint Lawrence;

"(3) And at all other places *in the sea*, where the inhabitants of both countries used at any time heretofore to fish. And also that the inhabitants of the United States shall have liberty—

"(1) To take fish of every kind on such part of the coast of Newfoundland as British fishermen shall use (but not to dry or cure the same on that island);

"(2) And also on the coasts, bays, and creeks of all other of His Britannic Majesty's Dominions in America;

"(3) And that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbours and creeks of Nova Scotia, Magdalen Islands and Labrador, so long as the same shall remain unsettled; but so soon as the same, or either of them, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlement without a previous agreement for that purpose with the inhabitants, proprietors or possessors of the ground."

When that Treaty of Peace was signed, the British Navigation Act of Charles II, and other laws, prevented trade in foreign vessels with the Anglo-American Colonies. The corner-stone of that policy was a monopoly of colonial trade for British vessels. The American Colonies were founded in subservience to British commerce. A double monopoly was established by England—a monopoly of their whole import, which is all to be from England; a monopoly of their whole export, which is to be sent nowhere but to Great Britain. The colonies were to send all their products raw to England, and take everything from England in the last stage of manufacture. The Treaty of Peace did not stipulate for a change of that policy as between the United States and Canada, although the American Congress did, in April, 1776, sweep away, so far as it could, that monopoly system from the ports it controlled, abolish British Custom Houses and put none in their stead, proclaim absolute free trade in the place of heavy restrictions, invite products from any place to come in friendly vessels, and authorize American products to be exported without tax.

After the thirteen States had acquired their independence, American vessels were not only excluded from the ports of the British Colonies, but Canada, as a reward for its loyalty, received the exclusive privilege of supplying the British West Indies with timber and provisions, to the great injury of the latter, whose nearest ports were the American Gulf ports and South American ports.

It will be observed that this article, in continuing, confirming and establishing the thirteen States and their inhabitants in the taking of fish on the banks, in the Gulf and in the sea, uses the word "*rights*," but uses the word "*liberty*" in confirming to American fishermen the taking of fish on the coasts, bays and creeks of every part of the British Dominions in America. The word "*rights*" is thus applied to fishing in the open sea, which by public law is common to all nations, and was intended to affirm that Great Britain did not claim to hold by Treaty engagements, or in any other manner, an exclusive right of fishing therein. The word "*liberty*" is thus applied to taking fish, to drying and curing fish, on what was, anterior to the Treaty, within the jurisdiction, or territorial waters of Great Britain, but an exclusive right of taking fish therein was not here. "*Liberty*," as thus used, implies a freedom from restraint or interference in fishing along the British coasts.

Canada, having been, by the aid of men of the New England Colonies, conquered for the English in 1759, the conquest having been confirmed in 1763 by the Treaty of Paris, and the sovereignty of Newfoundland having been conceded to Great Britain by the peace of Utrecht in 1713, the American Colonists, who bravely endured sacrifices in war to accomplish those

results, shared therein, as British subjects down to 1783, when, by Treaty, England stipulated that the citizens of the "free, sovereign, and independent" States of America shall *continue* to share, and share alike, with British subjects in such coast fishing. Lord North having, in 1775, proposed to the House of Commons to exclude the fishermen of New England from the Banks of Newfoundland, and to restrain them from a toil in which they excelled the world, the joint right to the fisheries became a vital part of the great American struggle. "God and nature," said Johnston, "have given that fishery to New England and not to Old." Americans, Britons and British Canadians became, by the Treaty, partners in the fisheries. It created a "servitude of public law" in favour of American fishermen. "All British coasts, bays and creeks" in America were thereby, as Secretary Manning so aptly says, made a part of our "American Fisheries," to which our tariff laws, thereafter enacted, referred and attached, and so made the products thereof exempt from duty on entry at our ports.

TREATY OF GHENT.

Thus stood American rights and liberties of fishing on the high seas, and within the limits of British Dominion in North America, down to the War of 1812, and to the Treaty of peace negotiated at Ghent, which closed that war. Till then it was nowhere denied that American fishermen could fish on the high seas and on those coasts wherever British fishermen could fish. But during the negotiations at Ghent, in 1814, the British negotiators declared that their Government 'did not intend to grant to the United States gratuitously the privileges formerly granted by Treaty to them of *fishing* within the limits of the British sovereignty and of using the shores of the British territories for purposes connected with the British fisheries.' In answer to this declaration the American negotiators said they were "not authorised to bring into discussion any of the rights or liberties which the United States have heretofore enjoyed in relation thereto."

England contended that the word "*right*" in the Treaty of 1783 was used as applicable to what the United States were to enjoy in virtue of a recognized independence, and the word "*liberty*" to what they were to enjoy as concessions strictly dependent on the existence of the Treaty in full force, which concession fell, as England asserted, on the declaration of war by the United States, and would not be revived excepting for an equivalent.

In the alarming condition of affairs, at home and abroad, in the autumn of 1814, our Government did finally authorise our negotiators at Ghent to agree to the *status quo ante bellum* as the basis of negotiation, provided only that our national independence was preserved. (See introductory notes by Hon. J. C. Bancroft Davies to "Treaties and Conventions," published by the Department of State in 1873, p. 1021.) The Treaty was signed on 24th December, 1814. How different might have been its terms had there been procrastination till the news came of General Jackson's brilliant victory at New Orleans only fifteen days afterwards, or till the escape of Napoleon from Elba only two months later.

THE TREATY OF 1818.

Within a short time after the close of the year 1814, England announced her purpose to exclude American fishermen from the "*liberty*" of fishing within one marine league of her shores in North America, and of drying and curing fish on the unsettled parts of those territories.

The announcement led up to the Treaty of 1818, whereby the "*liberty*" conceded in 1783 to belong to American Fishermen was confined within narrower limits, and the area of American fisheries was greatly reduced as well as the quantity of American caught fish arriving exempt from taxation at our ports. The Treaty of 1818, and the misunderstanding under it, led up to the Marcy-Elgin Reciprocity Treaty of 1854, terminated in 1866, which covered by a new stipulation, a part of the stipulations contained in the Treaty of 1818. Your Committee do not now express an opinion whether or not the termination of the Reciprocity Treaty of 1854, revived the superseded and dead stipulation of the Convention of 1818, contained in its renunciation sentences, which are the last sentences of the first article, for which stipulation in the Treaty of 1818, a new positive stipulation was substituted and inserted in the Treaty of 1854, which last-named Treaty might, in accordance with its terms, have been in force indefinitely.

The first article of the Treaty of 1818, which has been the cause of such unnumbered international differences and disputes, is in these words:—

"Whereas differences have arisen respecting the *liberty* claimed by the United States, for the inhabitants thereof, to take dry and cure fish on certain *coasts, bays, harbours, and creeks* of His Britannic Majesty's dominions in America, it is agreed between the high contracting parties that the inhabitants of the said United States shall have, forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind—

" 1. On that part of the southern coast of Newfoundland, which extends from Cape Ray to the Rameau Islands, on the western and northern coasts of Newfoundland, from the said Cape Ray to the Quirpon Islands ;

" 2. *On the shores of the Magdalen Islands ;*

" 3. And also on the coasts, bays, harbours and creeks from Mount Jolly, on the southern coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson Bay Company.

" And that the American fishermen shall also have liberty forever to *dry and cure fish* in any of the unsettled bays, harbours and creeks of the southern part of the coast of Newfoundland, hereabove described, and of the coast of Labrador ; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled without previous agreement for such purpose with the inhabitants, proprietors, or possessors of the ground.

" And the United States hereby renounce forever any *liberty* heretofore enjoyed or claimed by the inhabitants thereof, to take, dry or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbours of His Britannic Majesty's dominions in America *not included within the above-mentioned limits*.

" *Provided, however, That the American Fishermen shall be permitted to enter such bays or harbours (1) for the purpose of shelter and (2) of repairing damages therein ; of (3) purchasing wood and (4) of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever, abusing the privileges hereby reserved to them.*"

"That article does not allude to, or attempt to interfere with, our rights in the open sea, on the banks, or in the gulf, which were confirmed by the concession of the independence of the thirteen States. It refers only to the liberty claimed and recognized by the Treaty of 1783, "on certain coasts, bays, harbours and creeks." It begins by a recital that differences have arisen respecting the "liberty" claimed by American fishermen *in those places*. It neither mentions nor alludes to any differences about fishing on the high seas. It stipulates that American fishermen may fish on certain specified coasts, bays, harbours, creeks, and shores, and may dry and cure fish in certain unsettled bays, harbours and creeks, and especially dry and cure on the coasts of Newfoundland, which last the Treaty of 1783 did not embrace. The United States "renounces" any "liberty" to take, dry, or cure fish within three miles of any other coasts, bays, creeks, or harbours than those specified in the article, but the sentence of renunciation contains a stipulation that the American fishermen may enter "*such bays or harbours*" for four specified purposes, "and for no other purpose *whatever*," under such restrictions as may be *necessary* to prevent fishing, drying, or curing "*therein*."

Unless English words were in 1818 used in that article in an unusual sense, there is not a sentence or word therein that has reference to anything else than taking, drying, or curing fish, by American fishermen, on or within certain coasts, bays, creeks, or harbours therein described. No word or phrase mentioned alludes or refers to deep-sea fishing, or ordinary commercial privileges. The restrictions refer only to fishing, or drying, or curing, ordinary commercial privileges. The restrictions refer only to fishing, or drying, or curing "in such bays or harbours."

It is to be assumed that when this Treaty of 1818 was signed, the British statutes of Charles II, in restraint of navigation, the rudiments of which are to be seen in 1650, and were aimed at Dutch trade with British sugar colonies, were, on the English side, rigorously enforced, so that no merchandise could be lawfully imported into Canadian ports excepting in English bottoms. The Treaty of 1818 was concluded on 20th October, of that year, but ratifications were not exchanged till 30th January, 1819. Certainly on our side there was then in force legislative restriction on navigation almost as severe as was the English enactment after the restoration of Charles II. America had not then emerged from the era of the embargo, Berlin and Milan decrees, and the influences of the War of 1812. On 18th April, 1818, the President approved a law closing our ports after 30th September, 1818, against British vessels coming from a colony which, by the ordinary laws, is closed against American vessels. Touching at a port open to American vessels could not modify the restriction. Vessels and cargoes entering, or attempting to enter, in violation of the law, were forfeitable. And any English vessel that could lawfully enter our ports was compelled to give a bond, if laden outward with American products, not to land them in a British colony or territory from which American vessels were excluded. The presumption is that, quite independently of fishing rights and liberties, no American vessel was for long before and after 1818 permitted by English law to touch and trade in Canadian ports. How that system of exclusion was gradually broken down, not by treaty, but by concerted legislation, the Secretary of State and

the Secretary of the Treasury have clearly exhibited in the communications referred to your Committee.

Not till 1822 were American wheat and lumber permitted to go directly from American ports to the British West Indies and be entered there. In 1843 Canada was allowed to import American wheat, and then send it through the Saint Lawrence to the English market as native produce—an indirect open blow at the English corn laws. Canadian trade entered upon another stage of prosperity in 1846, when the restrictive navigation laws of England were again relaxed for her benefit, and in 1850, when Canada was quite relieved from the injurious influences of those laws; but yet Canada, at this late day, endeavours to return to those obsolete and condemned restraints on trade by excluding deep-sea American fishermen from her ports.

That a sovereign state has exclusive jurisdiction in its own territory, and over its own vessels on the high seas, is nowhere denied. Mr. Fish announced, as Secretary of State, in 1875, "we have always understood and asserted that, pursuant to public law, no nation can rightfully claim jurisdiction at sea beyond a marine league from the coast." No nation has asserted, independently of a treaty, an exclusive dominion over the sea surrounding its coast applicable to the *passing* ships of other nations. Why should a vessel which, under stress of weather or necessities of navigation, casts anchor for a few hours in a bay be subjected to a larger or fuller foreign jurisdiction than a passing vessel, provided inshore fisheries are not thereby poached upon, or the revenue evaded, or safe navigation endangered, or crime attempted or committed? Why need a powerful State take any cognizance of such innocent and casual presence of a little body of foreign seamen? The treaties which have been made applicable thereto refer to neutrality in war and the exclusive right of fishing, thereby proving the general rule. There is, no doubt, a well founded claim, based on *usage*, over an exclusive dominion of *some* narrow zone of the sea for *some* purposes, but those purposes are carefully restricted, among other things, to navigation, rules of the road, lighthouses, quarantine, pilotage, anchorage, revenue, or local fisheries. By the Treaties of 1783 and 1818 there is a zone of the Canadian and Newfoundland coasts open and free to American fishermen.

That dispute was settled, and a new contract entered into by the Reciprocity Treaty of 1854, which stipulated:

"ARTICLE I. It is agreed by the High Contracting Parties that *in addition to the liberty secured to the United States fishermen by the above-mentioned convention of 20th October, 1818*, of taking, curing, and drying fish on certain coasts of British North American colonies therein defined, the inhabitants of the United States shall have, in common with the subjects of Her Britannic Majesty, the liberty to take fish of every kind, except shell-fish, on the sea-coasts and shores, and in the bays, harbours, and creeks of Canada, New Brunswick, Nova Scotia, Prince Edward Island, and of the several islands thereunto adjacent (and, by another article, Newfoundland), without being restricted to any distance from shore, with permission to land upon the coasts and shores of those colonies and the islands thereof, and also upon the Magdalen Islands, for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private property, or with British fishermen in the peaceable use of any part of the same coast in their occupancy for the same purpose. It is understood that the above-mentioned liberty applies solely to the sea-fishery, and that the salmon and shad fisheries and all fisheries in rivers and the mouths of rivers are hereby reserved exclusively for British fishermen."

Similar provision was made in Article II, with like exception, for the admission of British subjects to take fish on a part of the sea-coasts and shores of the United States.

The United States purchased the fishery provisions of this treaty, and exemption from certain restrictions in the Treaty of 1818, by stipulations that certain enumerated articles of the growth and produce of the British colonies of Canada, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland should be admitted at our ports free of duty.

They were the incidents of a larger question, namely, the terms of commercial intercourse between the United States and the British colonies in North America.

It is not contended anywhere, by anybody, that the stipulations in the treaty of peace of 1783, by which the sovereignty and independence of the thirteen States were acknowledged, their boundaries fixed, their right established to navigate the high seas and to fish therein, fell by the War of 1812. Nor is it pretended that the War of 1812 grew out of the exercise of fishing rights under the Treaty of 1783, so as that whatever stipulations therein were intended to be permanent, to bind during war, and to survive war, were extinguished by the war. Even if it be conceded that the "liberty to Americans," in the Treaty of 1783, to catch or cure and dry fish on the coast of Newfoundland, and "on the coasts, bays, and creeks of all other of Her Britannic Majesty's dominions in America," could, on a declaration of war by the United States, have been annulled by England, they were not at any time expressly annulled. If they could have been suspended by the will of England, they were not expressly suspended. If they were suspended by the fact of war, if they were like temporary commercial engage-

ments, or like postal treaties, there was nothing in the facts of the War of 1812 to prevent them from recommencing their operations automatically with the peace. Nothing in the relations of the two Governments, was inconsistent with their survival. Mr. Dana, in his note on Wheaton (page 353), has stated the rule thus:

"If a war arises from a cause independent of the Treaty, the survival of any clause in the Treaty must depend upon its nature and the circumstances under which it was made."

The question of amendment or survival of the Treaty of 1783, as to certain specified parts of the British coast in America, was, however, by the Treaty of 1818, made of no practical consequence (so long as that Treaty endured) by the renunciation signed by the United States.

THE CANADIAN CONTENTION.

The legal effect of the first Article of the Treaty of 1818 may be sketched in outline in this wise:

All the British coast, shores, bays, harbours, and creeks in America were, by that Article, separated into two portions, which were bounded, defined and indentified. The two may be marked respectively as A. and B. In the sixth volume of "*Papers Relating to the Treaty of Washington*," published by the Department of State in 1874, is a map of New Brunswick, Nova Scotia, Newfoundland and Prince Edward Island, coloured in a way to plainly exhibit these two portions. In all that portion marked A it was agreed that the inhabitants of the United States shall have forever, in common with British subjects, the liberty to take fish of every kind; but as to the portion marked B, the United States renounced forever any liberty theretofore enjoyed or claimed to take, dry, or cure any fish. It was stipulated, nevertheless, that "the American fishermen shall be permitted to enter" the portion marked B for the purpose of shelter, repairing damages, purchasing wood, obtaining water, and "for no other purpose whatever."

The entire Article referred to inshore fishing. No right and no liberty whatever, that might concern deep-sea fishermen, did the United States, by the Treaty of 1818, renounce.

This obvious intent and purpose of the Article is confirmed by the last words of the section, which declares: "But they" (the American fishermen) "shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein" (in portion B) "or in any other manner abusing the privileges hereby reserved to them." The "restrictions to be imposed upon the American fishermen, while in portion B, are expressly limited, not to such as concern navigation or revenue, but to such as were specifically renounced, namely, to such as "may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them" in order to take, dry, or cure fish therein.

Was it not clearly the intention of the negotiators of this Treaty that the character of these restrictions should be agreed upon by the parties to the Treaty? Is it reasonable to assume that the American negotiators intended that the Canadian Provinces, or even the British Government, should have the exclusive power to prescribe "restrictions" which might entirely destroy the value of any unrenounced right and liberty theretofore claimed and enjoyed, or of any conceded "privileges" thereby reserved to American fishermen in portion B?

These preliminary explanations will assist to measure the force and bearing upon American deep-sea fishermen of the interpretation put upon the Treaty by the Canadian Dominion during the last summer.

The following extracts are taken from the message of the President to Congress of the 8th ultimo.

WHAT CANADA HAS SAID.

On 5th June, 1886, the Canadian Minister of Marine and Fisheries declared:

"It appears the 'Jennie and Julia' is a vessel of about 14 tons register, that she was to all intents and purposes a fishing vessel, and, at the time of her entry into the Port of Digby had fishing gear and apparatus on board, and that the collector fully satisfied himself of these facts. According to the master's declaration, she was there to purchase fresh herring only, and wished to get them direct from the weir fishermen. The collector, upon his conviction that she was a fishing vessel, and, as such, debarred by the Treaty of 1818 from entering Canadian ports for the purposes of trade, therefore, in the exercise of his plain duty, warned her off.

"The Treaty of 1818 is explicit in its terms, and by it United States' fishing vessels are allowed to enter Canadian ports for shelter, repairs, wood and water, and 'for no other purpose whatever.'

"The undersigned is of the opinion that it cannot be successfully contended that a *bona-fide* fishing vessel can, by simply declaring her intention of purchasing fresh fish for other than baiting purposes, evade the provisions of the Treaty of 1818, and obtain privileges not contemplated thereby. If that were admitted, the provision of the Treaty which excludes United States' fishing vessels for all purposes but the four above-mentioned would be rendered null and void, and the whole United States' fishing fleet be at once lifted out of the category of fishing vessels, and allowed the free use of Canadian ports for baiting, obtaining supplies, and transhipping cargoes.

"It appears to the undersigned that the question as to whether a vessel is a fishing vessel or a legitimate trader or merchant vessel is one of fact, and to be decided by the character of the vessel and the nature of her outfit, and that the class to which she belongs is not to be determined by the simple declaration of her master that he is not at any given time acting in the character of a fisherman.

"At the same time the undersigned begs again to observe that Canada has no desire to interrupt the long established and legitimate commercial intercourse with the United States, but rather to encourage and maintain it, and that Canadian ports are at present open to the whole merchant navy of the United States on the same liberal conditions as heretofore accorded."

On 7th June, 1886, the Canadian Governor General advised the Minister of Foreign Affairs at London:

"No attempt has been made either by the authorities intrusted with the enforcement of the existing law or by the Parliament of the Dominion to interfere with vessels engaged in *bona-fide* commercial transactions upon the coasts of the Dominion. The two vessels which have been seized are both of them beyond all question fishing vessels, and not traders, and therefore liable, subject to the finding of the courts, to any penalties imposed by law for the enforcement of the Convention of 1818 on parties violating the terms of that Convention."

On 14th June, 1886, a Committee of the Privy Council for Canada put forth the following opinions and conclusions, which were approved by the Governor General:

"It is not, however, the case that the Convention of 1818 affected only the inshore fisheries of the British Provinces; it was framed with the object of affording a complete and exclusive definition of the rights and liberties which the fishermen of the United States were thenceforward to enjoy in following their vocation, so far as those rights could be affected by facilities for access to the shores of waters of the British Provinces, or for intercourse with their people. It is, therefore, no undue expansion of the scope of that Convention to interpret strictly those of its provisions by which such access is denied, except to vessels requiring it for the purposes specifically described.

"Such an undue expansion would, upon the other hand, certainly take place, if, under cover of its provisions or of any agreement relating to general commercial intercourse which may have since been made, permission were accorded to United States' fishermen to resort habitually to the harbours of the Dominion, not for the sake of seeking safety for their vessels, or of avoiding risk to human life, but in order to use these harbours as a general base of operations from which to prosecute and organize with greater advantage to themselves the industry in which they are engaged.

"It was in order to guard against such an abuse of the provisions of the Treaty that amongst them was included the stipulation that not only should the inshore fisheries be reserved to British fishermen, but that the United States, should renounce the right of their fishermen to enter the bays or harbours, excepting for the four specified purposes, which do not include the purchase of bait or other appliances, whether intended for the deep-sea fisheries or not.

"The undersigned, therefore, cannot concur in Mr. Bayard's contention that 'to prevent the purchase of bait, or any other supply needed for deep-sea fishing, would be to expand the convention to objects wholly beyond the purview, scope, and intent of the Treaty, and to give to it an effect never contemplated.'

"Mr. Bayard suggests that the possession by a fishing vessel of a permit to 'touch and trade' should give to her a right to enter Canadian ports for other than the purposes named in the Treaty, or, in other words, should give her perfect immunity from its provisions. This would amount to a practical repeal of the Treaty, because it would enable a United States' Collector of Customs, by issuing a license originally only intended for purposes of domestic customs regulation, to give exemption from the Treaty to every United States' fishing vessel. The observation that similar vessels under the British flag have the right to enter the ports of the United States for the purchase of supplies loses its force when it is remembered that the Convention of 1818 contained no restriction on British vessels and no renunciation of any privileges in regard to them."

On August 14, 1886, the Minister of Marine and Fisheries said:

"There seems no doubt, therefore, that the "Novelty" was in character and in purpose a fishing vessel, and as such comes under the provisions of the Treaty of 1818, which allows United States' fishing vessels to enter Canadian ports 'for the purpose of shelter and repairing damages therein, and of purchasing wood and of obtaining water, and for no other purpose whatever.'

"The object of the captain was to obtain supplies for the prosecution of his fishing, and to tranship his cargoes of fish at a Canadian port, both of which are contrary to the letter and spirit of the Convention of 1818."

On October 30, 1886, a Committee of the Canadian Privy Council contended, and the Administrator of the Government in Council upheld the contention:—

"That the Convention of 1818, while it grants to United States' fishermen the right of fishing in common with British subjects on the shores of the Magdalen Islands, does not confer upon them privileges of trading or of shipping men, and it was against possible acts of the latter kind, and not against fishing inshore, or seeking the rights of hospitality guaranteed under the Treaty, that Captain Vachem (McEachern) was warned by the Collector."

On November 24, 1886, a Committee of the Canadian Privy Council declared, and the Governor General approved the declaration:

"The Minister of Marine and Fisheries, to whom said despatch was referred for early report, states that any foreign vessel, 'not manned nor equipped, nor in any way prepared for taking fish,' has full liberty of commercial intercourse in Canadian ports upon the same conditions as are applicable to regularly registered foreign merchant vessels; nor is any restrictions imposed upon any foreign vessels *dealing* in fish of any kind different from those imposed upon foreign merchant vessels dealing in other commercial commodities.

"That the regulations under which foreign vessels may *trade* at Canadian ports are contained in the Customs Laws of Canada (a copy of which is herewith), and which render it necessary, among other things, that upon arrival at any Canadian port a vessel must at once enter inward at the Custom House, and upon the completion of her loading, clear outwards for her port of destination."

AMERICAN FISHERMEN ARE NOT OUTCASTS.

The foregoing contention, set up not merely by the Canadian Privy Council, but by the Governor General of the Dominion of Canada, sweeps into the meshes of Canadian legislation to enforce the first Article of the Treaty of 1818, every deep-sea fisherman, in his relation to Canadian ports, no matter on what sea or ocean, Atlantic or Pacific, he may have pursued, or may intend to pursue, his industry. That contention places all American deep-sea fishermen entitled to wear the flag of the Union at the mast-head of their boats or vessels, be they little or big, under much the same ban in respect to the hospitality of Canadian ports as they would be if pirates, or slave-traders, or filibusters, or other enemies of the human race. "She was a *fishing vessel*," says, on June 5, 1886, the Canadian Minister of Marine and Fisheries, "and therefore debarred by the Treaty of 1818 from entering Canada for the purposes of trade." "The two vessels which have been seized are, both of them, beyond all question *fishing vessels* and not traders," says the Governor General of the Dominion of Canada to Lord Granville on June 7, 1886, "and therefore liable, subject to the finding of the courts, to any penalties imposed by law for the enforcement of the Convention of 1818." "We cannot concur in Mr. Bayard's contention," said the Canadian Privy Council on June 14, 1886, that "to prevent the purchase of bait or any other supply needed for deep-sea fishing, would be to expand the Convention to objects wholly beyond the purview, scope, and intent of the Treaty, and give to it an effect never contemplated." "American deep-sea fishermen cannot," said the Canadian Minister of Marine and Fisheries, on October 14, 1886, "obtain supplies for the prosecution of his fishing, and to tranship his cargoes of fish at a Canadian port," because both "are contrary to the letter and spirit of the Convention of 1818." "The Convention of 1818," said a Committee of the Canadian Privy Council, on October 30, 1886, "does not confer upon United States *fishermen* 'privileges of trading or of shipping men' in Canadian ports." And, finally, a Committee of the Canadian Privy Council declared, in effect, on November 24, 1886, that an American vessel, *manned, equipped and prepared for taking fish*, has not the liberty of commercial intercourse in Canadian ports, such as are applicable to other regularly registered foreign merchant vessels.

Such an interpretation of the present legal effect of the first article of the Treaty of 1818, is, in the opinion of your Committee, so preposterous, in view of concerted laws of comity and good neighbourhood enacted by the two countries, that, had it not been formally put forth by the Dominion of Canada, would not deserve serious consideration by intelligent persons. If all the stipulations of 1818 restraining American fishermen are now in full force (which may well be doubted), your Committee concedes that American fishermen have no more liberty to take fish or to dry or cure fish in what has been described as portion B, than a British

fisherman has to take fish in the inner harbour of New York, and to dry or cure fish in the City Hall Park of that city. But the liberty of an American fisherman to take, dry, and cure fish in portion A, in common with British subjects, is as complete and absolute as is the right of citizens of New York to fish in the waters of the Hudson River. The Treaty of 1818 furnishes no more excuse for the exclusion of a deep-sea fisherman from the port of Halifax, or any other open port of the Dominion of Canada, than for the exclusion by the Secretary of the Treasury of a deep-sea fisherman from entering the port of New York according to the forms of law, and for the ordinary purposes of trade and commerce. The exclusion, if made, must be justified, if at all, for other reasons than any yet given by Canada.

Keeping in mind the words of the third article of the Treaty of Peace in 1783, which not only acknowledged the *right* of the united American Colonies to fish in the open sea as freely as to navigate the open sea, but also acknowledged and stipulated for the *liberty* to "take fish of every kind" on coasts, bays, and creeks of *all* of His Britannic Majesty's dominions in America, it will be discerned that this contention of the Privy Council of Canada makes of the renunciation by the United States, in 1818, of the liberty theretofore enjoyed or claimed by American fishermen within three miles of certain carefully defined coasts, bays, creeks, or harbours, not merely a renunciation of specific local liberty, but a forsaking, a relinquishment a surrender, an abandonment by the United States of other rights held up to 1818.

CERTAIN CANADIAN COASTS ARE SUBSERVIENT TO AMERICAN FISHERMEN.

The Treaty of 1783 diminished and impaired, and was intended to diminish and impair, British sovereignty over the remaining British Colonies of North America. The United States had conquered full and complete dominion over the right of fishing in the jurisdictional waters of each of the thirteen United States, but the British Colonies did not emerge from the negotiations of the Treaty of Peace with similar dominion over the fisheries on the shores and coasts of the thirteen recognized States. British fishermen cannot fish on the coasts of Massachusetts, but American fishermen can fish on certain shores and coasts of the Dominion of Canada and of Newfoundland. Apart from fishing and the incidents of fishing, it is conceded that the British Government has exclusive control, as against the United States, of the customary and usual rights of navigation in the jurisdictional waters of the British Colonies. What we claim for ourselves, under the rules of public law, and apart from treaties, we concede to others. Rights of *navigation* are ordinarily separate from rights of *fishing*. The Commonwealth of Massachusetts may control the right and liberty of *fishing* on her coast, as against any power other than the Government of Washington, but the right of navigation of the jurisdictional waters of Massachusetts is always subject to the control of the United States. The *use* of waters in respect of navigation is easily distinguishable from the *fruit* of waters in respect to fishing or fish. The United States have, so far as the British North American Colonies, and all the world, are concerned, the right of navigating and fishing on the high seas, and in addition the right of *fishing* in certain British territorial and jurisdictional waters. That right of fishing, either inshore or offshore, should carry with it the natural and necessary navigating incidents of the right.

It may be conceded that, apart from the right of American fishermen to take fish of all kinds within certain clearly defined British waters, American deep-sea fishermen have no greater rights, by Treaty or public law, in British ports, than British fishermen have in American ports, so far as concerns revenue police, maritime tolls or taxes, pilotage, light-houses, quarantine, and all matters of ceremonial. But the contention of the Privy Council of Canada is that if a vessel bearing the registry, or enrolment, or license of the Treasury Department (which alone makes her an American vessel) be licensed, equipped and under contract with her seamen as an American fisherman on the open sea, she thereby comes under the ban of the Treaty of 1818, and is thereby abandoned by the nation whose flag is at her mast-head, and is, by the Treaty, excluded from an entrance into a Canadian or Newfoundland port, excepting for one of the objects enumerated in that Treaty. Canadian ports are closed to her as to an outcast. An American or a Canadian fishing vessel on the high seas, and lawfully wearing the flag of its country, should be, if permitted by its own Government, to touch and trade, entitled to the same rights of navigation and the same treatment in a foreign port as any trading vessel.

CANADIAN INHUMANITY.

If the Privy Council and the Governor General of the Canadian Dominion excluded all American vessels from all rights of touching or trading in Canadian ports, excepting to obtain shelter, repairs, wood or water, the contention would be logical and more tolerable; but to every American vessel other than a fishing vessel, be the fisherman big or little—a schooner, a sloop, a ship, or a steamer of large tonnage—Canadian ports seem to be wide open. If,

however, she be an American fishing vessel on the high seas, she cannot go into a Canadian bay even to bury those of her dead who, in life, may have been British subjects with a domicile in Canada and a residence on the land near the bay, and may have expressed a wish not to be committed to the sea, but to be lain at rest by their kindred on the spot which gave them birth.

The Treaty of 1818 gave rights of fishing independent of general commercial rights, although it may be said that, as to shelter, repairs, wood and water, the Treaty did give to fishermen certain commercial rights, or rather a few rights of humanity. The Treaty did not restrain the granting or the exercising of commercial rights. The right, if it be a right, of an American to buy anything in Canada does not come of the inshore Fishing Treaty of 1818. Your Committee are not aware of any Canadian or Newfoundland law which, having been approved by the British Crown, forbids a British subject to there sell ice, or bait, or anything else, to an American, or to trade with him. If there be such a law, then non-intercourse has to that extent been proclaimed against our countrymen.

CANADIAN VIOLATIONS OF TREATY.

The contention of your Committee is that the Treaty of 1818 covers differences and disputes about the liberty of American fishermen to take, dry and cure fish on certain British North American coasts, bays, harbours and creeks. The Privy Council of Canada, at the bottom of page 32 (Ex. Doc. No. 19, Forty-ninth Congress, second session), concedes the correctness of this contention. They say:

"The sole purpose of the convention of 1818 was to establish and define the rights of citizens of the two countries in relation to the *fisheries* on the British North American coast."

The Treaty is limited to coast fishing, drying or curing. On certain defined portions of the coast "American fishermen" may fish, but elsewhere on the coast they may not fish, and yet those coast "American fishermen" may, nevertheless, and for certain purposes, enter the bays and harbours in which they cannot fish, under restrictions—to prevent them from doing what? "Taking, drying or curing fish *therein*?"

Your Committee contend that the term "American fishermen" as used in the Treaty of 1818, means the "American fishermen" of and under that Treaty. The rule *nosciatur a sociis*, as understood and applied by judges and lawyers in England and America, limits and defines the term. They have a Treaty right to enter "such bays and harbours" and to remain there, subject, and subject only, to such restrictions "as may be necessary to prevent their taking, drying or curing fish therein." The restrictions can only apply to the prevention of such fishing in those bays or harbours. Whatever concerns or is preparation for fishing elsewhere is not thereby to be prevented. It is true that, by the Treaty of 1818, we have stipulated that our fishermen "shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish *therein*," but the Treaty says nothing of "preparing to fish" somewhere else. A fair presentation of the opinions of the Vice-Admiralty Court of Canada, in regard to the meaning of the Canadian phrase "preparing to fish"—which is a stranger to the Treaty of 1818—can be seen in Dr. Wharton's "International Law Digest," Vol. III, § 304.

If it be said that our view of the treaty is strict, severe, and rigid as against Canadian statutes and officials, your Committee answer that when Canada proposes and endeavours to use a treaty to arrest and fine American fishermen, seize and confiscate American vessels for the benefit of Canadian seizers, the Government of the United States is entitled to stand on such an interpretation. But even if the Treaty of 1818 covers (which it does not) every American fisherman entering a Canadian harbour, on whatever sea or ocean he may cast a line or draw a seine, the Canadian statutes do not preserve and enforce the treaty. They destroy it, so far as the privileges are concerned that are given to American fishermen by the treaty.

First of all in order of time and authority is the Imperial legislation at London in 1819 to enforce the treaty of the previous year. After forbidding every one, excepting British subjects and American citizens (who could do so within defined limits), to fish, dry, or cure fish anywhere within three miles of British coasts in America, that law of 1819 punishes by forfeiture any offending vessel, and all the articles on board. Then comes this:

"That if any person or persons, upon requisition made by the Governor of Newfoundland, or the person exercising the office of governor, or by any governor or person exercising the office of governor, in any other parts of His Majesty's dominions in America, as aforesaid, or by any officer or officers acting under such governor or person exercising the office of governor, in the execution of any orders or instructions from His Majesty in Council, shall refuse to depart from such bays or harbours; or if any person or persons shall refuse or neglect to conform to any regulations or directions which

shall be made or given for the execution of any of the purposes of this Act, every such person so refusing or otherwise offending against this Act shall forfeit the sum of £200, to be recovered, &c."

It will be seen that not forfeiture, but a fine to be recovered by a suit, is inflicted for refusing or neglecting to depart on notice. The statutes of Canada are not, as the Canadian Privy Council asserted (p. 32), "expressed in almost the same language" as the foregoing Imperial statute.

The Prince Edward Island's enactment of 1844 gives the key-note of Canadian enactments. It declares:

"Whereas by the convention (made between his late Majesty King George the Third and the United States of America, signed at London, on the twentieth day of October, in the year of our Lord one thousand eight hundred and eighteen,) and the statute (made and passed in the Parliament of Great Britain in the fifty-ninth year of the reign of his late Majesty King George the Third,) all foreign ships, vessels or boats, or any ship, vessel or boat, other than such as shall be navigated according to the laws of the United Kingdom of Great Britain and Ireland, found fishing, or to have been fishing, or preparing to fish, within certain distances of any coast, bays, creeks or harbours whatever, in any part of His Majesty's dominions in America not included within the limits specified in the first article of the said convention, are liable to seizure; and whereas the United States did, by the said convention, renounce for ever any liberty enjoyed or claimed by the inhabitants thereof to take, dry or cure fish on or within the above mentioned limits: *Provided however*, that the American fishermen be admitted to enter such bays or harbours for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purposes whatever, but under such restrictions as might be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever abusing the privileges thereby reserved to them; and whereas no rules or regulations have been made for such purpose, and the interests of the inhabitants of this island are materially impaired; and whereas the said Act does not designate the persons who are to make such seizure as aforesaid, and it frequently happens that persons found within the distances of the coasts aforesaid, infringing the articles of the convention aforesaid, and the enactments of the statute aforesaid, on being taken possession of, profess to have come within said limits for the purpose of shelter and repairing damages therein, or to purchase wood and obtain water, by which the law is evaded, and the vessels and cargoes escape confiscation, although the cargoes may be evidently intended to be smuggled into this island, and the fishery carried on contrary to the said convention and statute."

The Canadian enactment of 1868 came next, the second and third sections of which say:

"2. Any commissioned officer of Her Majesty's navy serving on board of any vessel of Her Majesty's navy cruising and being in the waters of Canada for purpose of affording protection to Her Majesty's subjects engaged in the fisheries, or any commissioned officer of Her Majesty's navy, fishery officer, or stipendiary magistrate on board of any vessel belonging to or in the service of the Government of Canada and employed in the service of protecting the fisheries, or any officer of the Customs of Canada, sheriff, magistrate, or other person duly commissioned for that purpose, may go on board of any ship, vessel or boat within any harbour in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbours in Canada, and stay on board so long as she may remain within such place or distance.

"3. If such ship, vessel, or boat be bound elsewhere, and shall continue within such harbour or so hovering for twenty-four hours after the master shall have been required to depart, any one of such officers or persons as are above mentioned may bring such ship, vessel or boat into port and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command shall not truly answer the questions put to him in such examination, he shall forfeit \$400; and if such ship, vessel or boat be foreign, or not navigated according to the laws of the United Kingdom or of Canada, and have been found fishing, or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks or harbours of Canada, not included within the above-mentioned limits, without a license, or after the expiration of the period named in the last license granted to such ship, vessel or boat under the first section of this Act, such ship, vessel or boat, and the tackle, rigging, apparel, furniture, stores, and cargo thereof shall be forfeited."

The treaty stipulates that the fishermen shall be under "necessary restrictions" to prevent the doing of the things forbidden by the treaty, but what may be "necessary" to prevent the prohibited fishing is a political and diplomatic question for the two signatory Governments to decide. The treaty permits American fishermen to enter and remain for—

1. "Shelter," which includes a refuge from fogs, winds, storms, and whatever may imperil fishing.

2. "Repairing damages," which includes every damage to fishing boat or fishing gear.
3. "Purchasing wood."
4. "Obtaining water."

Conceding that Canada can place an officer on every arriving fisherman as soon as found, the treaty does not even then authorize a twenty-four hour limit with the result of forfeiture. Nor does the treaty authorize forfeiture for "*preparing to fish*."

The Customs circular issued at Ottawa on 7th May, 1836, and called a "Warning," recited the first article of the Treaty of 1818, together with the two sections of the law of 1868 just quoted, and adds:

"Having reference to the above, you are requested to furnish any foreign vessels, boats, or fishermen found within three marine miles of the shore, within your district, with a printed copy of the warning enclosed herewith.

"If any fishing vessel or boat of the United States is found fishing, or to have been fishing, or preparing to fish, or hovering within the three-mile limit, does not depart within twenty-four hours *after receiving such warning*, you will please place an officer on board of such vessel, and at once telegraph the facts to the Fisheries Department at Ottawa, and await instructions.

"J. JOHNSON,
"Commissioner of Customs."

To the COLLECTOR OF CUSTOMS at ———

Thus, twenty-four hours after finding the American fisherman is made the limit.

Not satisfied with the severity of this legislation of 1868, the Canadian Dominion, in 1870, and while preliminary negotiations for the joint high commission and the Treaty of Washington were in progress, amended it so as to enable seizures of our vessels to be made on sight, and without any warning or any notice to depart. The following is a text of the enactment of 1870:

"(33 Victoria, chap. 15.)

"An Act to amend the Act respecting fishing by foreign vessels. Assented to 12th May, 1870.

"Whereas it is expedient, for the more effectual protection of the inshore fisheries of Canada against intrusion by foreigners, to amend the Act entitled "An Act respecting fishing by foreign vessels," passed in the thirty-first year of Her Majesty's reign: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

"1. The third section of the above-cited Act shall be, and is hereby repealed, and the following section is enacted in its stead:

"3. Any one of such officers or persons as are above-mentioned may bring any ship, vessel, or boat being within any harbour in Canada, or hovering (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbours in Canada, into port and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command shall not truly answer the questions put to him in such examination he shall forfeit \$400; and if such ship, vessel, or boat be foreign or not navigated according to the laws of the United Kingdom or of Canada, and have been found fishing or preparing to fish, or to have been fishing (in British waters) within three marine miles of any of the coasts, bays, creeks, or harbours of Canada, not included within the above-mentioned limits, without a license or after the expiration of the period named in the last license granted to such ship, vessel, or boat, under the first section of this Act, such ship, vessel, or boat, and the tackle, rigging, apparel, furniture, stores and cargo thereof shall be forfeited."

"2. This Act shall not be construed as one with the said Act 'respecting fishing by foreign vessels.'"

But this is not all. Canadian officials endeavoured, during the last summer, in the fury of their malevolence, to forfeit American vessels for acts which, if committed, their own laws had not inflicted punishment. In the libel of information against the "Ella M. Doughty" is this article, among other allegations of fishing, preparing to fish, being found having fished, and fishing, drying, and curing in the bay and harbour of St. Anne's:

"Between the 10th and 17th days of May, 1886, the said Warren A. Doughty, the master of the said ship or vessel "Ella M. Doughty," and the officers and crew of the said ship or vessel "Ella M. Doughty, did, in and with the said ship or vessel "Ella M. Doughty," enter into the bay and harbour of St. Anne's aforesaid within three marine miles of the shore of said bay and harbour of St. Anne's, and within three miles of the coasts, bays, creeks, and harbours of those portions of the dominions in America of his said late Majesty King George

the Third, being now the dominions in America of her Majesty Queen Victoria, not included in the limits specified and defined in the said first article of the said convention and set out and recited in the first paragraph hereof, *for the purpose of procuring bait*, that is to say, herrings, wherewith to fish, and *ice for the preservation on board said vessel of bait to be used in fishing*, and of fresh fish to be fished for, taken, and caught by and upon the said vessel and by the master, officers, and crew thereof, and *did procure such bait* wherewith to fish, and *such ice* for the purposes aforesaid, and did so enter for other purposes than for the purposes of shelter or repairing damages, or of purchasing wood, or of obtaining water, contrary to the provisions of the said convention and of the said several Acts, and the said vessel "Ella M. Doughty" and her cargo were thereupon seized within three marine miles of the coast or shores of the said bay and harbor of St. Anne's by Donald McAuley and Lauchlin G. Campbell, officers of the Customs of Canada, as being liable to forfeiture for the breach or violation of the said convention and of the said several Acts."

Your Committee has been unable to find a Canadian statute which, at the date of the alleged offence, punished those acts, by forfeiture of the offending vessel. None is averred. The article quoted from the "Ella M. Doughty" libel does not set forth where the fishing was to be done, for which bait and ice were bought, whether on the ocean, or elsewhere, outside of Canadian jurisdiction. The laws of 1868 and 1870 denounce only fishing or preparing to fish "*in British waters*," which must be, of course, under the treaty, the prohibited and not permitted British waters.

Thus stood Canadian legislation at the beginning of the summer fishing season which has recently come to an end. There was no Canadian or other law, at the end of forty-eight years from the date of the treaty, inflicting forfeiture of the vessel and the cargo on board excepting on proof of the offence of fishing or having been found to have fished, or preparing to fish, on the prohibited coasts. But Canadian officials wished to forfeit the vessels and cargoes of American deep sea fishermen exercising the liberty "to touch and trade," and send fish by railway, or vessel, to our own markets. What could be done? Nothing less than a new law could avail them, and it was enacted in these words:

"(49 Victoria, chap. 114.)

• "An Act further to amend the act respecting fishing by foreign vessels.

"(Reserved by the Governor General on Wednesday, 2nd June, 1886, for the signification of the Queen's pleasure thereon. Royal assent given by Her Majesty in Council, on the 26th day of November, 1886. Proclamation thereof made on the 24th day of December, 1886.)

"Whereas it is expedient for the more effectual protection of the inshore fisheries of Canada against intrusion by foreigners, to further amend the act intituled 'An Act respecting fishing by foreign vessels,' passed in the thirty-first year of Her Majesty's reign, and chaptered 61:

"Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

"1. The section substituted by the first section of the Act thirty-third Victoria, chapter 151, intituled 'An Act to amend the Act respecting fishing by foreign vessels,' for the third section of the hereinbefore recited Act, is hereby repealed, and the following section substituted in lieu thereof:

"3. Any one of the officers or persons hereinbefore mentioned may bring any ship, vessel, or boat, being within any harbour of Canada, or hovering in British waters within three marine miles of any of the coasts, bays, creeks, or harbours in Canada, into port and search her cargo, and may also examine the master upon oath touching the cargo and voyage; and if the master or person in command does not truly answer the questions put to him in such examination, he shall incur a penalty of \$400.00; and if such ship, vessel, or boat is foreign, or not navigated according to the laws of the United Kingdom or of Canada, and (a) has been found fishing, or preparing to fish, or to have been fishing in the British waters within three marine miles of any of the coasts, bays, creeks, or harbours of Canada, not included within the above mentioned limits, without a license, or after the expiration of the term named in the last license granted to such ship, vessel, or boat under the first section of this Act, or (b) *has entered such waters for any purpose not permitted by treaty or convention, or by any law of the United Kingdom or of Canada for the time being in force, such ship, vessel, or boat, and the tackle, rigging, apparel, furniture, stores, and cargo thereof shall be forfeited.*"

"2. The Acts mentioned in the schedule hereto are hereby repealed.

"3. This Act shall be construed as one with the said "Act respecting fishing by foreign vessels," and the amendments thereto.

"SCHEDULE.

"Acts of the Legislature of the Province of Nova Scotia.

Year, Reign, and Chapter.	Title of Act.	Extent of Repeal.
Revised Statutes, 3rd series, c. 94. 29 Vic. (1866), c. 35	Of the coast and deep-sea fisheries.....	The whole.
	An Act to amend chapter 94 of the Revised Statutes: "Of the coast and deep-sea fisheries"	The whole.

Act of the Legislature of the Province of New Brunswick.

16 Vic. (1853), c. 69.	An Act relating to the coast fisheries and for the prevention of illicit trade.	The whole.
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By comparing the foregoing with the law of 1870 the object will, in the italicized portion of the former, be clearly discovered, which is to deter deep-sea American fishermen from entering Canadian ports which are as open to all trading vessels as American ports are to Canadian vessels of every sort.

Forfeiture is to be inflicted for an entry for any purpose, excepting shelter, repairs, wood, or water. Even to get coal for a fishing vessel propelled by steam is condemned. What the purpose may be for which seizure is to be made may or may not be disclosed by the seizer. The statute does not require it. The libel, or complaint, filed in court may not disclose it. The averment may be merely a general one that the vessel entered for a purpose forbidden by treaty or statute. The owner must file a claim and answer, or his property will be condemned by default. He must, among strangers, give security for costs, or his claim will be dismissed. Worse than that, the statute of 1863 declares that, if the owner questions the legality of the seizure, the burden of proof shall be on him. How can he meet a general averment and prove a negative of what is not definitely averred, and of every conceivable purpose of entry? None but the captain may be able to testify to the motive, and what will happen if he, after the seizure, shall die or be absent? The owner will be helpless to contend with the greed of informers or seizers, for the law of 1871 distributes the possible plunder thus:

"6. All goods, vessels, and boats, and the tackle, rigging, apparel, furniture, stores, and cargo condemned as forfeited under this Act, shall be sold by public auction, by direction of the officer having the custody thereof, under the provisions of the next preceding section of this Act, and under regulations to be from time to time made by the Governor in Council; and the proceeds of every sale shall be subject to the control of the Minister of Marine and Fisheries, who shall first pay therefrom all necessary costs and expenses of custody and sale, and the Governor in Council may from time to time apportion three-fourths or less of the net remainder among the officers and crew of any Queen's ship or Canadian Government vessel, from on board of which the seizure was made, as he may think right, reserving for the Government and paying over to the Receiver-General at least one-fourth of such not remainder to form part of the Consolidated Revenue of Canada."

CONCLUSIONS.

The Treaties of 1783 and 1818 were made with the British Crown. With that Crown alone can restrictions, regulations, penalties, and measures be concerted by the United States to enforce and guard their stipulations. With the Dominion of Canada the Government at Washington is not called, or required, or to be expected, either to deliberate or debate, any more than is the British Crown, with a separate member of our Union. It is not to be supposed that a local colonial court will, on the trial of a suit for forfeiture begun under an Imperial or a Colonial Statute, hear or decide an issue with the Treaty of 1818, or rules of international law, or those statutes. Nor will those courts award damages for seizures in violation of the treaty, if made on "probable cause" by the seizers to believe that the statutes had been violated. Nor can the United States appeal to colonial courts for redress against the possible conduct of those courts under influences of local passion or prejudice.

It plainly appears to your committee from the foregoing considerations that, by the treaty of peace in 1763, American citizens became partners with British subjects in all the coast fisheries in North America remaining to Great Britain; that the Treaty of Ghent, which closed the war of 1812, not having referred to the stipulations of the treaty of peace in any way affecting the fisheries, Great Britain thereupon urged and obtained in 1818 a diminution of American liberty to take fish on certain well-defined portions of the British coast in North America; that in 1819 there was enacted by Parliament, sitting in London, a law in execution of that treaty which punished by forfeiture of vessel and cargo a preparation to fish, and only by a fine a refusal or neglect to depart on a warning or notice so to do; that in 1844 the Island of Prince Edward enacted a law in punishment of what it assumed to be a violation of the treaty of 1818, which went far beyond the imperial statute of 1819; that in 1868 the Canadian Senate and House of Commons prescribed additional proceedings and penalties not warranted by the treaty, which were in 1870 made more severe and unwarranted and that in 1886, nearly half a century after signing the treaty, an offence, entirely new in legislation, was denounced in most general terms and punished by confiscation of everything seized.

THE BRITISH CROWN PROCLAIMS NON-INTERCOURSE.

A very serious feature of this last-named legislation is that it has been approved by the British Crown, and it proclaims non-intercourse in Canada with American fishing vessels for general purposes of trade. To that alarming feature your committee has given careful consideration, and is unanimously of opinion that if, and so long as, non-intercourse with American fishing vessels shall be thus maintained in the ports or bays of the Dominion of Canada or Newfoundland, a non-intercourse should be immediately begun and maintained in our own ports against Canadian vessels. Those vessels, whether trading or fishing, have, within the meaning of the seventeenth section of the law of Congress of 19th June, 1886, "been placed on the same footing" in our ports as our own vessels clearing or entering "foreign." Canadian vessels are British vessels. The British Crown has denied to American fishing vessels commercial privileges accorded to other national vessels in Canadian ports. The motive and purpose of such denial have been openly and plainly avowed by Canada to be, first, the punishment of such vessels because the United States levies a duty on Canadian fish not "fresh for immediate consumption," such as the Government levies on all such fish not the product of American fisheries and imported from any foreign place whatever; and, secondly, to coerce the United States to exempt such Canadian fish from all Customs duties, and to enter into other new reciprocal Customs relations with the Canadian Dominion and Newfoundland. It is a policy of threat and coercion, which, in the opinion of your committee, should be instantly and summarily dealt with. The circumstances will warrant and require, in the opinion of your committee, not only non-intercourse with Canadian vessels bringing Canadian or Newfoundland fish to our ports, but an exclusion of such fish from entry at our ports, whether brought by railway cars or by any other vehicle or means. It is difficult to believe that Canada having within the last twenty years so severely burdened herself with taxation by the construction of railways and bridges to bring about easy communication with Detroit, Chicago, Saint Paul, and the whole West of our country, as well as with New York and Boston, will now deliberately and offensively enter upon and pursue a policy toward our fishermen which, if persisted in, can but end either in a suspension of commercial intercourse, by land and sea, between her and ourselves, or in consequences even more grave.

A LAW TO MAKE A PERPETUAL RECORD OF THE FACTS.

And, furthermore, in regard to seizures of American vessels made during the summer which has just passed, inasmuch as a true record of the facts under which the seizures were made may be lost, by death of the victims, or by wanderings of a class so migratory as seamen, or by other casualties, and inasmuch as Congress may see fit to compensate American fishermen for the injuries wantonly inflicted on them by the rude hand of tyrannical Canadian officials, there having been no adequate American force at hand for their protection, your committee advise the enactment of the following:

"BILL for the appointment of a commission to investigate concerning losses and injuries, inflicted since December thirty-first, eighteen hundred and eighty-five, on United States citizens engaged in the North American fisheries.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be, and is hereby authorized to appoint a commissioner to proceed to such places in the United States or elsewhere as may be designated by the Secretary of State, to take testimony, under oath or affirmation, in relation

to the losses and injuries inflicted since the thirty-first of December, eighteen hundred and eighty-five, by British authorities, imperial or colonial, upon citizens of the United States engaged in the fisheries on the north-east coasts of British North America. Said commissioner shall everywhere have, in respect to the administration of oaths or affirmations and the taking of testimony, the same powers as a commissioner of a circuit court, and shall be paid the same fees as are prescribed for similar services of a commissioner of a circuit court, together with travelling expenses."

No. 175.

Sir H. Holland to the Marquis of Lansdowne.

(No. 19.)

DOWNING STREET, 24th January, 1887.

MY LORD,—With reference to my predecessor's telegram of the 24th, and to your reply of the 26th ultimo, I have the honour to transmit to you, for the information of your Government, a copy of a letter from the Foreign Office enclosing a note to the United States' Minister at this Court, in reply to a request from his Government that the owners of the "David J. Adams" might be furnished with copies of certain documents relating to the case.

I have, &c.,

(Sd.) H. T. HOLLAND.

Governor General,

The Most Honourable

The MARQUIS OF LANSDOWNE,
&c., &c., &c.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 11th January, 1887.

SIR,—With reference to your letter of the 29th ultimo, I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a note which has been addressed to the United States' Minister at this Court, in reply to his note of the 2nd ultimo, requesting that the owners of the "David J. Adams" be furnished with copies of the original reports stating the charges on which that vessel was seized by the Canadian authorities.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE
Colonial Office.

[Enclosure No. 2.]

The Earl of Iddesleigh to Mr Phelps.

FOREIGN OFFICE, 11th January, 1887.

SIR,—Her Majesty's Government have had under their consideration the request contained in your note of the 2nd ultimo, to the effect that the owners of the "David J. Adams" may be furnished with copies of the original reports stating the charges on which that vessel was seized by the Canadian authorities; and I have now the honour to state to you that if the

owners of this vessel are legally entitled to be furnished with those reports they can obtain them by the process of the courts; and there seems no ground for the interference of Her Majesty Government with the ordinary course of justice.

As regards the means of obtaining information for the purposes of the defence, I would point out that in the report of the Canadian Minister of Marine and Fisheries, of which a copy was communicated to you on the 23rd July last, it is stated that from a date immediately after the seizure "there was not the slightest difficulty in the United States' Consul General and those interested in the vessel obtaining the fullest information" and that apart from the general knowledge of the offences which it was claimed the master had committed, and which was furnished at the time of the seizure, the most technical and precise details were readily obtainable at the registry of the court, and from the solicitors for the Crown.

With respect to the statement in your note that a clause in the Canadian Act of 22nd May, 1868, to the effect that "In case a dispute arises as to whether any seizure has or has not been legally made, or as to whether the person seizing was, or was not authorized to seize under this Act, the burden of proving the illegality of seizure shall be on the owner or claimant" is in violation of the principles of natural justice, as well as of those of common law, I have to observe that the statute referred to is Cap. 61 of 1868 which provides for the issue of licenses to foreign fishing vessels, and for the forfeiture of such vessels fishing without a license, and that the provisions of article 10, to which you take exception are commonly found in laws against smuggling, and are based on the rule of law that a man who pleads that he holds a license or other similar document shall be put to the proof of his plea, and required to produce the document.

I beg leave to add that the provisions of that statute, so far as they relate to the issue of licenses, have been inoperative since the year 1870.

I have, &c.,

(Sd.) IDDESLEIGH,

E. J. PHILIPS, Esq.

No. 176.

Sir L. West to Lord Lansdowne.

(No. 7.)

WASHINGTON, 26th January, 1887.

Vide U.S. Senate Report No. 1683 and Bill founded thereon. S. No. 2173. **MY LORD**.—I have the honour to transmit to Your Excellency herewith copies of a Report laid before the Senate on the 24th instant, as well as of the Bill founded thereon relative to the Fishery Question.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

His Excellency

The MARQUIS OF LANSDOWNE, G.C.M.G.

No. 177.

Lord Lansdowne to Colonial Office.

(No. 26.)

OTTAWA, 21st January, 1887.

SIR,—With reference to Mr. Stanhope's despatch No. 244, of the 22nd November last, transmitting copies of two letters from the Foreign Office enclosing notes from the Secretary of State of the United States, respecting the alleged proceedings of the Canadian authorities in the cases of the United States' fishing vessels "Pearl Nelson" and "Everitt Steele," I have the honour to forward herewith a copy of an approved Report of a Committee of the Privy Council embodying a report of my Minister of Marine and Fisheries on the subject.

You will observe, from the accompanying Minute of Council, that in reply to a telegram from the Secretary of State for the Colonies, dated the 6th November last, copies of Orders in Council, approved on the 18th of the same month, containing full statements of facts regarding the detention of the above-named vessels, were enclosed in my despatches Nos. 282 and 283 of the 29th November last.

I have, &c.,

The Rt. Hon.

THE SECRETARY OF STATE
For the Colonies.

(Sd.) LANSDOWNE.

[Enclosure No. 1.]

(493 G.)

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 15th January, 1887.

The Committee of the Privy Council have had under consideration a despatch dated 22nd November, 1886, from the Right Honourable the Secretary of State for the Colonies, enclosing letters from Mr. Secretary Bayard, bearing date 19th October, and referring to the cases of the schooners "Everitt Steele" and "Pearl Nelson."

The Minister of Marine and Fisheries, to whom the despatch and enclosures were referred, reports that in reply to a telegram from the Secretary of State for the Colonies, an Order in Council, passed on the 18th November last, containing a full statement of facts regarding the detention of the above-named vessels, was transmitted to Mr. Stanhope. It will not, therefore, be necessary to repeat this statement in the present report.

The Minister observes, in the first place, that the two fishing schooners, the "Everitt Steele" and "Pearl Nelson" were not detained for any alleged contravention of the Treaty of 1818, or the Fishery Laws of Canada, but solely for the violation of the Custom's Law. By this law all vessels of whatever character are required to report to the Collector of Customs immediately upon entering port, and are not to break bulk or land crew or cargo before this is done.

The Minister states that the Captain of the "Everitt Steele" had, on a previous voyage, entered the Port of Shelburne on the 25th March, 1886, and after remaining for eight hours had put to sea again without reporting to the Customs. For this previous offence, he was, upon entering Shelburne Harbour on the 10th September last, detained, and the facts were reported to the Minister of Customs at Ottawa. With these facts was coupled the Captain's statement that on the occasion of the previous offence he had been misled by the Deputy Harbour Master, from whom he understood that he would not be obliged to report unless he remained in harbour for 24 hours.

The Minister accepted the statement in excuse as satisfactory, and the "Everitt Steele" was allowed to proceed on her voyage.

The Customs Law had been violated. The Captain of the "Everitt Steele" had admitted the violation, and for this the usual penalty could have been legally enforced. It was, however, not enforced, and no detention of the vessel occurred beyond the time necessary to report the facts to headquarters and obtain the decision of the Minister.

The Minister submits that he cannot discern in this transaction any attempt to interfere with the privileges of United States' fishing vessels in Canadian waters or any sufficient cause for the protest of Mr. Bayard.

The Minister states that, in the case of the "Pearl Nelson," no question was raised as to her being a fishing vessel, or her enjoyment of any privileges guaranteed by the Treaty of 1818. Her Captain was charged with a violation of the Custom's Law and of that alone, by having, on the day before reporting to the Collector of Customs at Arichat, landed ten of his crew.

This he admitted upon oath. When the facts were reported to the Minister of Customs he ordered that the vessel might proceed upon depositing \$200.00 pending a fuller examination. This was done, and the fuller examination resulted in establishing the violation of the law and in finding that the penalty was legally enforceable. The Minister, however, in consideration of the alleged ignorance of the captain as to what constituted an infraction of the law, ordered the deposit to be returned.

In this case there was a clear violation of Canadian law, there was no lengthened detention of the vessel, the deposit was ultimately remitted and the United States' Consul General at Halifax, expressed himself by letter to the Minister as highly pleased at the result.

The Minister observes that in this case he is at a loss to discover any well-founded grievance or any attempted denial of or interference with any privileges guaranteed to United States' fishermen by the Treaty of 1818.

The Minister further observes that the whole argument and protest of Mr. Bayard appears to proceed upon the assumption that these two vessels were subjected to unwarrantable interference, in that they were called upon to submit to the requirements of Canadian Customs law, and that this interference was prompted by a desire to curtail or deny the privileges of resort to Canadian harbours for the purposes allowed by the Treaty of 1818. It is needless to say that this assumption is entirely incorrect.

Canada has a very large extent of sea coast with numerous ports into which foreign vessels are constantly entering for purposes of trade. It becomes necessary in the interests of legitimate commerce that stringent regulations should be made by compulsory conformity to which, illicit traffic should be prevented.

These Customs' regulations all vessels of all countries are obliged to obey, and these they do obey without in any way considering it a hardship. United States fishing vessels come directly from a foreign and not distant country, and it is not in the interests of legitimate Canadian commerce that they should be allowed access to our ports without the same strict supervision as is exercised over all other foreign vessels. Otherwise there would be no guarantee against illicit traffic of large dimensions to the injury of honest trade and the serious diminution of the Canadian revenue. United States' fishing vessels are cheerfully accorded the right to enter Canadian Ports for the purposes of obtaining shelter, repairs, and procuring wood and water, but in exercising this right, they are not and cannot be independent of the Customs' laws.

They have the right to enter for the purposes set forth, but there is only one legal way in which to enter and that is by conformity to the Customs' regulations.

When Mr Bayard asserts that Captain Forbes had as much right to be in Shelburne Harbour seeking shelter and water "as he would have had on the high seas carrying on under the shelter of the flag of the United States legitimate commerce," he is undoubtedly right, but when he declares as he in reality does, that to compel Captain Forbes in Shelburne Harbour to conform to Canadian Customs' regulations, or to punish him for their violation, is a more unwarrantable stretch of power than "that of a seizure on the high seas of a ship unjustly suspected of being a slaver," he makes a statement which carries with it its own refutation. Customs' regulations are made by each country for the protection of its own trade and commerce, and are enforced entirely within its own territorial jurisdiction; while the seizure of a vessel upon the high seas, except under extraordinary and abnormal circumstances, is an unjustifiable interference with the free right of navigation common to all nations.

As to Mr. Bayard's observation that by treatment such as that experienced by the "Everitt Steele" "the door of shelter is shut to American fishermen as a class," the Minister expresses his belief that Mr. Bayard cannot have considered the scope of such an assertion or the inferences which might reasonably be drawn from it. If a United States' fishing vessel enters a Canadian port for shelter, repairs or for wood and water her Captain need have no difficulty in reporting her as having entered for one of these purposes and the "Everitt Steele" would have suffered no detention had her Captain on the 25th March simply reported his vessel to the collector. As it was, the vessel was detained for no longer time than was necessary to obtain the decision of the Minister of Customs, and the penalty for which it was liable was not enforced. Surely Mr. Bayard does not wish to be understood as claiming for United States' fishing vessels total immunity from all Customs regulations or as intimating that if they cannot exercise their privileges unlawfully they will not exercise them at all.

Mr. Bayard complains that the "Pearl Nelson," although seeking to exercise no commercial privileges, was compelled to pay commercial fees such as are applicable to trading vessels. In reply the Minister observes that the fees spoken of are not "Commercial fees;" they are harbour masters' dues which all vessels making use of legally constituted harbours are by law compelled to pay, and entirely irrespective of any trading that may be done by the vessel.

The Minister observes that no single case has yet been brought to his notice in which any United States' fishing vessel has in any way been interfered with for exercising any rights guaranteed under the Treaty of 1818, to enter Canadian ports for shelter, repairs, wood or water; that the Canadian Government would not countenance or permit any such interference, and that in all cases of this class when trouble has arisen, it has been due to the violation of Canadian Customs law, which demands the simple legal entry of the vessel as soon as it comes into port.

The Committee, concurring in the above Report, recommend that Your Excellency be moved to transmit a copy thereof to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,
Clerk, Privy Council.

No. 178.

Governor General to Secretary of State for the Colonies.

OTTAWA, 1st February, 1887.

SIR,—With reference to Mr. Stanhope's despatch of the 30th December last, transmitting a copy of a note from the United States' Minister in London, enclosing an outline for an *ad interim* arrangement between the British and United States' Governments on the subject of the North American Fisheries, together with a copy of a despatch from Mr. Bayard, containing some observations thereon. I have the honour to forward herewith a copy of an approved report of a Committee of the Privy Council of Canada containing the views of my Government on the subject.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable

THE SECRETARY OF STATE,
For the Colonies.

[Enclosure No. 1.]

[P.C. No. 540, G.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 1st February, 1887.

The Committee of the Privy Council have had under consideration a despatch dated 30th December, 1886, from the Right Honourable the Secretary of State for the Colonies, forwarding, for the information of the Canadian Government, a note received through the Foreign Office from the United States' Minister in London, enclosing a draft of a memorandum for an arrangement between the British and United States' Governments on the subject of the North American Fisheries, entitled a "proposal for the settlement of the question in dispute in relation to the fisheries on the north-eastern coasts of British North America," accompanied by a despatch dated Washington, 15th November, 1886, from Mr. Bayard, United States' Secretary of State, containing some observations thereon. Mr. Secretary Stanhope requests Your Excellency to obtain, at the earliest possible moment, from Your Excellency's advisers their views on Mr. Bayard's proposals and to report them to Her Majesty's Government.

The Minister of Marine and Fisheries, to whom the despatch and enclosures have been referred, reports that Mr. Bayard suggests that as the season for taking mackerel has now closed, "a period of comparative serenity may be expected, of which advantage should be taken in order to adopt measures which will tend to make more harmonious the relations between Canada and the United States as regards the fisheries on the coasts of Canada."

The Minister observes that while any indication of a disposition on the part of the United States' Government to make arrangements which might tend to put the affairs of the two countries on a basis more free from controversy and misunderstanding than at present exists, must be hailed with satisfaction by the Government of Canada, it is to be regretted that the language in which Mr. Bayard refers to what has taken place during the past year indicates a disposition on his part to attribute to unfriendly motives the proceedings of the Canadian Government and a tendency to misapprehend the character and scope of the

measures which have been taken by it in order to enforce the terms of the Treaty of 1818, and to ensure respect for the municipal laws of the Dominion.

The Minister submits therefore that he cannot avoid protesting against such expressions in Mr. Bayard's letter as those in which he alludes to the proceedings of the last few months as "the administration of a strained and vexatious construction of the Convention of 1818," as "unjust and unfriendly treatment by the local authorities," as "unwarranted interferences (frequently accompanied by rudeness and unnecessary demonstration of force)" with the rights of the United States' fishermen guaranteed by express treaty stipulations and secured to them by the commercial laws and regulations of the two countries, and which are demanded by the laws of hospitality to which all friendly civilized nations owe allegiance," and as "conduct on the part of the Canadian officials which may endanger the peace of two kindred friendly nations."

The Minister has to observe again what has frequently been stated in the negotiations on this subject that nothing has been done on the part of the Canadian authorities since the termination of the Treaty of Washington in any such spirit as that which Mr. Bayard condemns, and that all that has been done with a view to the protection of the Canadian fisheries has been simply for the purpose of guarding the rights guaranteed to the people of Canada by the Convention of 1818, and to enforce the Statutes of Great Britain and of Canada in relation to the fisheries.

It has been more than once pointed out, in reports already submitted by the Minister of Marine and Fisheries that such statutes are clearly within the powers of the respective Parliaments by which they were passed, and are in conformity with the Treaty of 1818, especially in view of that passage of the treaty which provides that the American fishermen shall be under such restrictions as shall be necessary to prevent them from abusing the privileges thereby reserved to them.

The Minister has further to call the attention of Your Excellency to the fact that there is no foundation whatever for the following statement in the concluding part of Mr. Bayard's letter:

"The numerous seizures made have been of vessels quietly at anchor in established ports of entry, under charges which up to this day have not been particularized sufficiently to allow of intelligent defence. Not one has been condemned after trial and hearing, but many have been fined without hearing or judgment for technical violation of alleged commercial regulations, although all commercial privileges have been simultaneously denied to them."

The Minister observes in relation to this paragraph that the seizures of which Mr. Bayard complains have been made under circumstances which have from time to time been fully reported to Your Excellency and communicated to Her Majesty's Government, and upon grounds which have been distinctly and unequivocally stated in every case; that, although the nature of the charges has been invariably specified and duly announced, those charges have not in any case been answered; that ample opportunity has in every case been afforded for a defence to be submitted to the executive authorities, but that no defence has been offered, beyond the mere denial of the right of the Canadian Government; that the courts of the various Provinces have been open to the parties said to have been aggrieved, but that not one of them has resorted to these courts for redress. To this it must be added, that the illegal acts which are characterized by Mr. Bayard as "technical violations of alleged commercial regulations," involved breaches, in most of the cases not denied by the persons who had committed them, of established commercial regulations, which, far from being specially directed or enforced against citizens of the United States, are obligatory upon all vessels (including those of Canada herself) which resort to the harbours of the British North American coast.

With regard to the proposal for a settlement which accompanies Mr. Bayard's letter, the Minister submits the following observations:

ARTICLE I. The Minister observes that, in referring to this Article Mr. Bayard states that he is "encouraged in the expectation that the propositions embodied in the memorandum will be acceptable to Her Majesty's Government, because, in the month of April, 1866, Mr. Seward, then Secretary of State, sent forward to Mr. Adams, at that time United States' Minister in London, the draft of a Protocol, which, in substance, coincides with the first Article of the Proposal," now submitted. In regard to this statement, it is to be remarked that Article I of the memorandum, although, no doubt, to some extent resembling the Protocol submitted, in 1866, by Mr. Adams to Lord Clarendon, contains several most important departures from the terms of that Protocol. These departures consist not only in such comparatively unimportant alterations as the substitution in line 1 of the word "establish" for the word "define," without any apparent necessity for the change, and in other minor alterations in the text, but also in such grave changes as that which is involved in the interpolation in Section I of the important passage, in which it is stipulated: "That the bays and harbours from which American vessels are in future to be excluded save for the purposes for

which entrance into bays and harbours is permitted by said Article, are hereby agreed to be taken to be such bays and harbours as are ten or less than ten miles in width, and the distance of three marine miles from such bays and harbours shall be measured from a straight line drawn across the bay or harbour in the part nearest the entrance at the first point when the width does not exceed ten miles."

This provision would involve a surrender of fishing rights which have always been regarded as the exclusive property of Canada, and would make common fishing grounds of territorial waters which by the law of nations have been invariably regarded both in Great Britain and the United States as belonging to the adjacent country. In the case, for instance, of the Baie des Chaleurs, a peculiarly well marked and almost landlocked indentation of the Canadian coast, the ten mile line would be drawn from points in the heart of Canadian territory, and almost seventy miles distant from the natural entrance or mouth of the bay. This would be done in spite of the fact that, both by Imperial legislation and by judicial interpretation, this bay has been declared to form a part of the Territory of Canada. See Imperial Stat., 14 and 15 Vic., Cap. 63. and *Mowat vs. McPhee*, 5 Sup. Court of Canada Reports, p. 66.

The Convention with France in 1839 and similar conventions with other European powers, although cited by Mr. Bayard as sufficient precedents for the adoption of a ten-mile limit, do not, the Minister submits, carry out his reasoning.

Those conventions were doubtless framed with a view to the geographical peculiarities of the coasts to which they related. They had for their object the definition of boundary lines, which, owing to the configuration of the coast, perhaps could not readily be settled by reference to the law of nations and involve other conditions which are inapplicable to the territorial waters of Canada.

Mr. Bayard contends that the rule which he asks to have set up was adopted by the Umpire of the Commission appointed under the Treaty of 1854, in the case of the United States' fishing schooner "Washington," that it was by him applied to the Bay of Fundy and that it is for this reason applicable to other Canadian bays.

The Minister submits, however, that the rule laid down by Mr. Bates with regard to the Bay of Fundy should not be treated as establishing the respective rights of Canada and of the United States as to bays and harbours not included in the terms of the reference, and in relation to which there was no agreement to abide by the decision of the Umpire and no decision by him.

It may reasonably be contended that as one of the headlands of the Bay of Fundy is in the territory of the United States any rules of international law applicable to that bay are not therefore equally applicable to other bays, the headlands of which are both within the territory of the same power.

As to the second paragraph of the first article the Minister suggests that before such an article is acceded to, and even if the objections before stated should be removed, the article should be so amended as to incorporate the exact language of the Convention of 1818, in which case several alterations should be made. Thus the words "and for no other purpose whatever" should be inserted after the mention of the purposes for which vessels may enter Canadian waters, and after the words "as may be necessary to prevent" should be inserted "their taking drying or curing fish therein, or in any other manner abusing the privileges reserved &c."

To make the language conform correctly to the Convention of 1818, several other verbal alterations which need not be enumerated here, would be necessary in order to prevent imaginary distinctions being drawn hereafter between the Convention of 1818 and any agreement of later date which may be arrived at.

The Minister moreover suggests that inasmuch as Mr. Bayard has from time to time denied the force and authority of the Customs, Harbour Shipping and Police laws of Canada, it may be well in order to remove the possibility of misunderstanding on the part of his Government, to insert a proviso expressly recognizing the validity of such enactments.

The proviso in Article I, in which it is stipulated that any arrangement which may be arrived at by the Commission shall not go into effect until it has been confirmed by Great Britain, and the United States should provide for confirmation by the Parliament of Canada.

2. The Minister submits that Article II of the proposed arrangement, is, in his opinion, entirely inadmissible. It would suspend the operations of the Statutes of Great Britain and Canada, and of the Provinces now constituting Canada, not only as to the various offences connected with fishing, but as to Customs, harbours and shipping, and would give to the fishing vessels of the United States privileges in Canadian ports, which are not enjoyed by vessels of any other class, or of any other nation; such vessels would for example, be free from the duty of reporting at the Customs on entering a Canadian harbour, and no safeguard could be adopted to prevent infraction of the Custom laws by any vessel asserting the character of a fishing vessel of the United States.

Instead of allowing to such vessels merely the restricted privileges reserved by the Convention of 1818, it would give them greater privileges than are enjoyed at the present time by any vessels in any part of the world.

It must, moreover, be borne in mind that should no "definitive arrangement," such as is looked forward to in the proposal, be arrived at, these extraordinary concessions, although applied for pending such a definitive arrangement, might remain in operation for an indefinite period, and that the Article would be taken for all time to come as indicating the true interpretation of the Convention of 1818, although the interpretation placed upon that Convention by the Article is as a matter of fact diametrically opposed to the construction which has heretofore been insisted upon by successive Canadian Governments.

The Minister further considers it his duty to point out that the Article is beyond the powers of the Imperial Government, which cannot thus suspend or repeal Canadian laws.

3. As to Article III the Minister submits that it is entirely inadmissible. It proposes that Her Majesty's Courts in Canada shall, without any show of reason, be deprived of their jurisdiction, and would vest that jurisdiction in a tribunal not bound by legal principles, but clothed with supreme authority to decide on most important rights of the Canadian people.

It would be a disagreeable novelty to the people of Her Majesty's Canadian Dominions to find that any of their rights or the rights of their country as a whole, were to be submitted to the adjudication of two naval officers, one of them belonging to a foreign country, who, if they should disagree and be unable to choose, an umpire must refer the final decision of the great interests which might be at stake, to some person chosen by lot.

If a vessel charged with infraction of our fishing rights should, by this extraordinary tribunal, be thought worthy of being subjected to a "Judicial examination" she would be sent to the Vice-Admiralty Court at Halifax, but there would be no redress, no appeal and no reference to any tribunal if the naval officers should think proper to release her.

4. Article IV is also open to grave objection. It proposes to give the United States' fishing vessels the same commercial privileges as those to which other vessels of the United States are entitled, although such privileges are expressly renounced by the Treaty of 1818, on behalf of fishing vessels, which were thereafter to be denied the right of access to Canadian waters except for shelter, repairs and the purchase of wood and water. It has already been pointed out, in previous reports on this subject, that an attempt was made, during the negotiations which preceded the Convention of 1818, to obtain for the fishermen of the United States the right of obtaining bait in Canadian waters, and that this attempt was successfully resisted. Your Excellency will observe that, in spite of this fact, it is proposed, under the article now referred to, to declare that the Convention of 1818 gave that privilege, as well as the privileges of purchasing other supplies, in the harbours of the Dominion.

5. To this novel and unjustified interpretation of the convention Mr. Bayard proposes to give retrospective effect by the next article of the proposal, in which it is assumed, without discussion, that all the United States' fishing vessels which have been seized since the expiration of the Treaty of Washington have been illegally seized, leaving as the only question still open for consideration, the amount of the damages for which the Canadian authorities are liable.

The Minister submits that the serious consideration of such a proposal would imply a disregard of justice as well as of the interests of Canada, and he is unwilling to believe that it will be entertained, either by Your Excellency's advisers, or by the Imperial Government.

From the above enumeration of some of the principal objections to which the proposals contained in Mr. Bayard's memorandum are open, it will be evident to Your Excellency that those proposals as a whole will not be acceptable to the Government of Canada. The conditions which Mr. Bayard has sought to attach to the appointment of a mixed commission involve in every case the assumption that upon the most important points in the controversy which has arisen in regard to the fisheries on the eastern coast of British North America, Canada has been in the wrong and the United States in the right. The reports which have already been submitted to Your Excellency and communicated to Her Majesty's Government upon this subject have been sufficient to show that the position which has been taken up by the Canadian Government is one perfectly justifiable, with reference to the rights expressly reserved to British subjects by treaty, and that the legislation, by which it has been, and is now being sought to enforce those rights, is entirely in accordance with treaty stipulations, and is within the competence of the Colonial Legislature.

It is not to be expected that after having earnestly insisted upon the necessity of a strict maintenance of these treaty rights, and upon the respect due by foreign vessels, while in Canadian waters, to the municipal legislation by which all vessels resorting to those waters are governed, in the absence moreover of any decision of a legal tribunal, to show that there has been any straining of the law in those cases in which it has been put in operation, the Canadian Government will suddenly and without the justification supplied by any new

facts or arguments withdraw from a position taken up deliberately, and by doing so, in effect, plead guilty to the whole of the charges of oppression, inhumanity, and bad faith which, in language wholly unwarranted by the circumstances of the case, have been made against it by the public men of the United States.

Such a surrender on the part of Canada would involve the abandonment of a valuable portion of the national inheritance of the Canadian people, who would certainly visit with just reprobation those who were guilty of so serious a neglect of the trust committed to their charge.

The Minister, while, however, objecting thus strongly to the proposal as it now stands, considers that the fact of such a proposal having been made may be regarded as affording an opportunity which has, up to the present time, not been offered for an amicable comparison of the views entertained by Your Excellency's Government and that of the United States, and he desires to point out that Mr. Bayard's proposal, though quite inadmissible, in so far as the conditions attached to it are concerned, appears to be, in itself, one which deserves respectful examination by Your Excellency's advisers. The main principle of that proposal is that a mixed Commission should be appointed for the purpose of determining the limits of those territorial waters within which, subject to the stipulations of the Treaty of 1818, the exclusive right of fishing belongs to Great Britain.

The Minister cordially agrees with Mr. Bayard in believing that a determination of those limits would, whatever might be the future commercial relations between Canada and the United States, either in respect to the fishing industry, or in regard to the interchange of other commodities, be extremely desirable, and he believes that Your Excellency's Government will be found ready to co-operate with that of the United States in effecting such a settlement.

Holding this view the Minister is of opinion that Mr. Bayard was justified in reverting to the precedent afforded by the negotiations which took place upon this subject between Great Britain and the United States after the expiration of the Reciprocity Treaty of 1854, and he concurs with him in believing that the memorandum communicated by Mr. Adams in 1866 to the Earl of Clarendon affords a valuable indication of the lines upon which a negotiation directed to the same points might now be allowed to proceed.

The Minister has already referred to some of the criticisms which were taken at the time by Lord Clarendon to the terms of the memorandum. Mr. Bayard has himself pointed out that its concluding paragraph, to which Lord Clarendon emphatically objected, is not contained in the memorandum now forwarded by him. Mr. Bayard, appears, however, while taking credit for this omission, to have lost sight of the fact that the remaining articles of the draft memorandum contain stipulations not less open to objection and calculated to affect even more disadvantageously the permanent interests of the Dominion in the fisheries adjacent to its coasts.

The Minister submits that in his opinion, there can be no objection on the part of the Canadian Government to the appointment of a mixed commission, whose duty it would be to consider and report on the matters referred to in the first three articles of the memorandum communicated to the Earl of Clarendon by Mr. Adams, in 1866.

Should a commission instructed to deal with these subjects be appointed at an early date, the Minister is not without hope that the result of its investigations might be reported to the Governments affected without much loss of time. Pending the determination of the questions which it would discuss, it will, in the opinion of the Minister, be indispensable that United States fishing vessels entering Canadian bays and harbours should govern themselves not only according to the terms of the Convention of 1818, but by the regulations to which they in common with other vessels are subject while within such waters.

The Minister has, however, no doubt that every effort will be made to enforce those regulations in such a manner as to cause the smallest amount of inconvenience to fishing vessels entering Canadian ports under stress of weather or for any other legitimate purpose, and he believes that any representation upon this subject will receive the attentive consideration of Your Excellency's Government.

The Minister in conclusion would remind Your Excellency that Your Government has always been willing to remove any obstacles to the most friendly relations between the people of Canada and the United States.

Your Government has not only been disposed from the first to arrive as such an arrangement as that indicated in the report, with regard to the fisheries, but likewise to enter into such other arrangements as might extend the commercial relations existing between the two countries.

The Committee concur in the foregoing and they submit the same for Your Excellency's approval.

(Sd.) JOHN J. McGEE,
Clerk, Privy Council.

No. 179.

Lord Lansdowne to Sir L. West.

[No. 13.]

MONTREAL, 16th February, 1887.

SIR,—I have the honour to acknowledge the receipt on the 14th inst., of your despatch No. 2 of the 15th January last, enclosing copies of the reply of the Secretary of the Treasury to a resolution passed by the House of Representatives calling for an interpretation of the tariff law respecting the duties on fish.

As appears from the covering envelope herewith enclosed which bears the frank of Sir B. G. W. Herbert, the despatch must have gone to London in error.

I have, &c.,

(Sd.)

LANDSDOWNE.

The Honourable,
SIR L. S. WEST, K.C.M.G.
&c., &c., &c.

No. 180.

Sir Henry Holland to Lord Lansdowne.

[No. 38.]

DOWNING STREET, 18th February, 1887.

SIR,—I have the honour to transmit to you, for communication to your Government, a copy of a despatch received through the Foreign Office from Her Majesty's Minister at Washington, enclosing copies of a Bill, and report thereon, introduced into the House of Representatives for the appointment of a Commission to investigate losses and injuries inflicted on United States citizens engaged in North American Fisheries.

Enclosures
Nos. 1 and 2
of No. 174.

I have, &c.,

(Sd.)

H. T. HOLLAND.

Governor General,
The Most Honourable,
THE MARQUIS OF LANDSDOWNE, G.C.M.G.
&c., &c., &c.

[Enclosure No. 1.]

Sir L. West to the Earl of Salisbury.

[Treaty No. 9.]

WASHINGTON, January 21, 1887.

MY LORD,—With reference to my despatch No. 111, of this series of the 18th ult., I have the honour to enclose to Your Lordship herewith copies of the Bill and report thereon for the appointment of a commission to investigate losses and injuries inflicted on United States' citizens engaged in the North American fisheries.

I have, &c.,

(Sd.) L. S. S. WEST.

The MARQUIS OF SALISBURY,
&c., &c., &c.

No. 181.

Sir Henry Holland to Lord Lansdowne.

[No. 42.]

DOWNING STREET, 23rd February, 1887.

MY LORD,—I have the honour to transmit to Your Lordship, for communication to your Government a copy of a letter from the Foreign Office, with its enclosures, respecting the case of the United States' Schooner "Sarah H. Prior;" and I am to request that I may be favoured with a report upon the alleged conduct of the captain of the Canadian revenue cutter "Critic" on the occasion referred to.

I have, &c.,

(Sd.) H. T. HOLLAND.

Governor-General,

The Most Honourable

The MARQUIS OF LANSDOWNE, G.C.M.G.

&c., &c., &c.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 17th February, 1887.

SIR,—I am directed by the Marquis of Salisbury to transmit to you to be laid before Sir Henry Holland, a copy of a despatch from Her Majesty's Minister at Washington, enclosing a copy of a note from the United States' Secretary of State requesting that an investigation may be made into the case of the United States' schooner "Sarah H. Prior," and I am to request that a report may be obtained from the Dominion Government on the subject.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

Sir L. S. West to Marquis of Salisbury.

[Treaty No. 21.]

WASHINGTON, 28th January, 1886.

MY LORD,—I have the honour to enclose to Your Lordship herewith, copy of a note which I have received from the Secretary of State, as well as copy of an affidavit which accompanied it, asking for an investigation into the case of the American schooner "Sarah H. Prior" as therein set forth.

I am, &c.,

(Sd.) L. S. S. WEST.

The MARQUIS OF SALISBURY,

&c., &c., &c.

[Enclosure No. 3.]

Mr. Bayard to Sir L. S. West

WASHINGTON, 27th January, 1887.

SIR,—I have the honor to enclose the copy of an affidavit of the captain and two members of the crew of the schooner "Sarah H. Prior," of Boston, stating the refusal of the Captain of the Canadian Revenue cutter "Critic," to permit the restoration to the former vessel, in the port of Malpeque, P.E.I., of her large seine, which she had lost at sea, and which had been found by the Captain of a Canadian vessel who offered to return the seine to the "Prior" but was prevented from doing so by the Captain of the "Critic."

This act of prevention, the reason for which is not disclosed, practically disabled the "Prior," and she was compelled to return home without having completed her voyage, and in debt.

I have the honour to ask that Her Majesty's Government cause investigation of this cause to be made.

I have, &c.,

(Sd.) T. F. BAYARD.

The Honourable
SIR L. S. S. WEST.

[Enclosure No. 4.]

(Affidavit.)

On this 28th day of December, A.D. 1886, personally appeared before me Captain Thos. McLaughlin, Master, and George F. Little and Charles Finnegan, two of the crew of the "Sarah H. Prior," of Boston, and being duly sworn, signed and made oath to the following statement of facts :—

On 10th September, 1886, the schooner "Sarah H. Prior," while running for Malpeque, P.E.I., and about seven miles from that port, lost her large seine. Four days afterwards the schooner "John Ingalls," of Halifax, N.S., Captain Wolfe, came into Malpeque and had the seine on board which she had picked up at sea. Captain Wolfe offered to deliver the seine to Captain McLaughlin in consideration of \$25., which offer was accepted, and paid him the money. The Canadian Revenue Cutter "Critic," Captain McLaren, was laying at Malpeque at the time, and Captain McLaughlin went to see him so as to ascertain if there would be any trouble in delivering the seine. Captain McLaren would not allow the Captain of the "John Ingalls" to give up the seine, so the latter returned the \$25 to Captain McLaughlin.

The schooner "Sarah H. Prior" had two seines, one large and one small. It was the large one which she lost and the schooner "John Ingalls" picked up. She had to leave Malpeque without it and consequently came home with a broken voyage and in debt.

(Sd.) THOMAS McLAUGHLIN,
GEO. F. LITTLE,
CHAS. FINNEGAN.

SUFFOLK, SS., Boston, 28th December, 1886.

Personally appeared before me Thos. McLaughlin, Geo. F. Little and Charles Finnegan, who signed and made oath that the foregoing statement was true.

(Sd.) CHAS. H. HALLSHAM,
Notary Public.

HONORABLE F. BAYARD,
Secretary of State.

No. 182.

The Colonial Office to Lord Lansdowne.

DOWNING STREET, 24th February, 1887.

SIR,—I am directed by the Secretary of State for the Colonies to inform you that the undermentioned Parliamentary Papers have been sent to you by Book Post.

Title of Paper.	No. of Copies.
Correspondence relating to the Fisheries Question.	

I have, &c.,

(Sd.) ROBERT G. W. HERBERT.

THE OFFICER ADMINISTERING
the Government of Canada.

(Telegram.)

No. 183.

Secretary of State to Governor General.

24th February, 1887.

Your despatch of 1st February has been considered carefully by Her Majesty's Government, who will communicate with that of the United States in general concurrence with the views laid down by your Ministers respecting the proposal for a mixed Commission made by Mr. Bayard. I will address you further, however, regarding one or two points.

Her Majesty's Government, while endeavouring to procure this *ad interim* arrangement, feel it right to intimate to you that they are disposed to think, after much consideration of the entire subject, that the best and simplest settlement of the present difficulties might be arrived at if both parties would agree so as to permit the discussion of the more extended commercial arrangements—to revive, for a term at least, if not permanently, the condition of things which existed under the Treaty of Washington, fish and fish productions being again reciprocally admitted duty free, and the fishery being once more reciprocally thrown open.

They are, however, of opinion that it would be the clear interest of the Dominion that no suggestion of a pecuniary indemnification should be made in proffering this arrangement.

(Sd) SECRETARY OF STATE.

No. 184.

(Telegram.)

Lord Lansdowne to Secretary of State.

26th February, 1887.

Referring to your telegram of the 24th February, Canadian Government is prepared to accept your suggestion of reverting temporarily to condition of things existing under the Treaty of Washington without at present raising question of indemnity.

(Signed,) LANSDOWNE.

No. 185.

{No. 46}

Colonial Office to Governor General

DOWNING STREET, 26th February, 1887.

MY LORD,—I am directed by the Secretary of State to transmit to you for the information of your Government the documents specified in the annexed Schedule.

I have, &c.,

(Sd.) ROBT. G. W. HERBERT.

THE OFFICER ADMINISTERING
the Government of Canada.

Date.	Description of Document.
	Copies of two letters with their enclosures from the Foreign Office respecting the Fisheries question.

[Enclosure No. 1.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 17th February, 1887.

SIR,—I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Sir H. Holland, a copy of a despatch from Her Majesty's Minister at Washington, enclosing an article from the New York "Evening Post," setting forth the motives of the Republican party in bringing in the so-called Anti-Canadian Bill.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

THE UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 2.]

[TREATY No. 22.]

Sir L. West to the Marquis of Salisbury.

WASHINGTON, 28th January, 1887.

MY LORD,—I have the honour to enclose to Your Lordship herewith an article from the New York "Evening Post," setting forth the motives of the Republican Party in bringing in the so-called anti-Canadian Bill.

I have, &c.,

(Sd.) L. S. S. WEST.

THE MARQUIS OF SALISBURY.
&c., &c., &c.

[Enclosure No. 3.]

EXTRACT from the New York "Evening Post" of 27th January, 1887.

THE ANTI-CANADIAN BILL.

The unanimity with which the Senate Fishery Bill was passed and the indifference with which it has been received by the country betoken anything rather than war. There is perhaps some party politics behind the curtain. The Democrats must not allow the Republicans to pose as the sole defenders of the country's honour against foreign aggression. Without reference to the merits of the Bill, they must forestall any imputation of want of patriotism. This can be easily managed because the execution of it is in the hands of a Democratic Administration. The Bill provides that the President may suspend commercial intercourse with Canada, more or less, whenever our fishing rights, under the Treaty of 1818, have been wantonly infringed. This is a grant of power to the President of a very extraordinary kind, no less, in fact, than the power to ruin thousands of American merchants. No such power would have been granted by the Republicans without a political end in view. This end obviously is to catch the President and his party on one or the other horn of a dilemma. If he does not exercise the power conferred upon him, it will be said that he has come short of a patriotic duty. If he does exercise it, more or less suffering will ensue on our own side of the border, and for this he will be held responsible.

The responsibility for suspending trade relations ought never to be surrendered by the legislative power. At the time when Napoleon Bonaparte was issuing his Berlin and Milan decrees, and the British Ministry their Orders in Council, the Congress of the United States passed the Embargo and Non-Intercourse Acts, decreeing in fixed terms the suspension of commerce with the offending Powers, and giving the President power merely to relax the operations of the Acts when one or the other of the offenders should desist from the injustice complained of. The Embargo and Non-Intercourse Acts were total failures in practice. Yet Congress preserved its dignity and its prerogatives by keeping within its own hands the power to close the ports of the United States, giving to the President the discretion merely to open them in certain specified contingencies. In the present case the power of closing and opening is surrendered to the President in a spirit of gush which is open to strong suspicion. When Senator Frye utters such fulsome praise of the President as is found in the recent Senate debate, it is well to enquire what it signifies. In our judgment it means that Mr. Frye wants him to make a liberal use of the dangerous power conferred upon him. It may do his Administration some harm. It can do him no good unless the provocation offered by the Canadians is more extreme than anything yet offered, for, if a justifiable case for non-intercourse exists now, it is the bounden duty of Congress to declare and enforce it, and not leave it to the discretion of the Executive. The bill itself is an expression of doubt whether any such case now exists. The report which accompanies the Bill is still more so.

Since the settlement of the *Alabama* dispute there has been nothing to feed the old animosities against Great Britain springing out of the two wars with the Mother Country except the Irish grievance, and this has been much mollified by the creation of a strong Irish party in England under the lead of Mr. Gladstone. Accordingly there is no echo to the ranting speech of Senator Ingalls. It has no true ring because it strikes no chord in the hearts of the people. Mr. Ingalls is playing upon a cracked instrument. The effects produced upon the hearers are those of flatulence and discord. The Canadians themselves are not highly interested in the performance. They appear to regard it as a breach of good

manners rather than as a token of danger. Non-intercourse with the United States is no more to them than it is to us. If New England can stand it, they can. There will be a certain amount of loss on both sides and no corresponding gain. For this reason we apprehend that the President will require a very clear and indisputable case before he exercises the power conferred upon him, and such a case there is little likelihood the Dominion authorities will give him.

[Enclosure No. 4.]

Foreign Office to Colonial Office.

FOREIGN OFFICE, 17th February, 1887.

SIR, — I am directed by the Secretary of State for Foreign Affairs to transmit to you to be laid before Sir Henry Holland, copy of a despatch from Her Majesty's Minister at Washington enclosing further articles from the New York press on the fisheries question lately debated in the Senate.

I am, &c.,

(Sd.) J. PAUNCEFOTE.

The UNDER SECRETARY OF STATE,
Colonial Office.

[Enclosure No. 5.]

Sir L. West to Marquis of Salisbury.

[Treaty No. 18.]

WASHINGTON, 27th January, 1887.

MY LORD, — I have the honour to enclose to Your Lordship herewith further articles from the New York press on the fisheries question lately debated in the Senate.

I have, &c.,

(Sd.) L. S. S. WEST,

The MARQUIS OF SALISBURY.

[Enclosure No. 6.]

EXTRACT from the "New York Evening Post" of 26th January, 1887.

Senator Ingalls has succeeded in getting himself noticed by the English press as well as by the "deestrick" at home, and on the whole has not done much harm. The Canadians are apparently very little terrified by him. Inhabiting a country very near to the scene of Senatorial strife, and accustomed to such rumpuses on both sides of the border, they are as unconcerned by them as we are. How little is to be apprehended may be inferred from the fact that although the London press was more or less agitated on Tuesday by Mr. Ingall's stormy deliverance, the American press preserved the profoundest calm throughout.

[Enclosure No. 7.]

EXTRACT from the New York "Tribune," 27th January, 1887.

RETALIATION IN EARNEST.

The duty of the House respecting the Fisheries outrages is plain and imperative. Its own Committee on Foreign Affairs has reported a Retaliation Act of wider scope than the Senate Bill. There is no real necessity for the passage of so extreme a measure. Mr. George Steele, the indefatigable president of the American Fishing Union, has publicly stated that the Senate Bill covers the ground completely, and that the Belmont Bill goes too far, in prohibiting commercial intercourse with Canada altogether. We are disposed to abide by his

judgment, and to consider the Senate measure as the more expedient of the two schemes. Retaliation, so far as may be practicable, should be strictly in kind : Canadian fishermen and their produce should be dealt with in the same spirit in which American fishermen and their produce are dealt with in Canadian ports ; and the extreme policy of non-intercourse should be held in reserve for another year. If the House will accept the Senate Bill as a substitute for its own measure, and send it to the President with the unbroken support of both parties, the responsibility for protecting the rights of American fishermen will be clearly defined.

The United States' Senate deserves the thanks of every patriotic American. The decisive vote by which the Administration's timorous arbitration proposals were condemned at the last Session has been followed this week by the passage of the Fisheries Retaliation Bill by a vote practically unanimous. Party distinctions were dropped. The Senate rose to a high level of patriotism in defence of National honor. The series of unneighbourly, brutal and illegal outrages upon American commerce in Dominion waters has been resented with becoming vigour and dignity. The Senate, with only one dissenting vote—and that vote cast under a fantastic interpretation of the measure—has armed the President with full, adequate and just powers of retaliation. At his discretion United States' ports can be closed against Canadian vessels, fresh or salt fish or any of the products of the Dominion can be seized in American territory, ships and goods can be forfeited, and persons implicated in the violation of this law can be fined and imprisoned. This policy will be heartily supported by public opinion in the United States.

Senator Ingalls' incisive questions, in regard to the real purpose of the Senate Bill, were well-timed, and served to bring out invigorating exhibitions of American feeling. It was unnecessary, however, to ask whether the Bill was intended as a pacific or as a hostile measure. On its face it is a measure of retaliation, pure and simple. If the warning be unheeded by the Dominion Government, it may become necessary, another year, to have recourse to more extreme retaliatory legislation. Such measures are defensive in character. It is a serious mistake to consider them in the light of war measures. The real war measures are the wanton outrages which have involved the necessity for retaliation ; and the effect of a vigorous defensive policy on the American side will be markedly pacific, since it will tend to prevent the recurrence of hostile acts. That this will be the result of the passage of the Senate Bill by the House we have very little doubt. Already the Canadian Government is showing works meet for repentance. Three days after the introduction of retaliatory measures in Congress, Consul General Phelan received from the Canadian authorities a check for \$400, the restored fine on the schooner "*Marion Grimes*," the flag of which was hauled down by order of the swaggering commander of the "*Terror*." Another schooner was released on Monday. Illegal seizures and brutal outrages will cease when the Ottawa officials perceive that the British Minister is no longer the confidential adviser of Secretary Bayard, that the Administration has renounced its flabby policy of inaction, and that the American people are determined not to have the National honour compromised.

[Enclosure No. 8.]

EXTRACT from the "*New York World*" of 27th January, 1887.

A LESSON FOR CANADA.

The Canadians have never displayed wisdom in their action on the fishery question. Dependent in a measure on the trade of the United States for their prosperity, they have constantly pursued a policy of bluster against her powerful neighbour instead of a policy of conciliation. Their object has been to force a misnamed "reciprocity," with the advantages largely on their side, instead of such a fair and equitable Commercial Treaty between the two countries as would advance the interests of both and create those friendly feelings which would be the best guarantee of an honest observance of the obligations on both sides.

Some time ago the Canadian Parliament enacted a law which authorized the seizure of American vessels in violation of what we consider our rights under the Treaty of 1818. The Governor General of the Dominion felt so much doubt about the propriety and expediency of the Act that he withheld his signature and referred it to the Home Government. Before the new law was made complete by the Royal approval, American vessels were seized under its provisions without a shadow of legality. Subsequently the Act received the Queen's approval.

This is certainly provocation enough to prompt some decisive movement on the part of the Government of the United States, either through the President or Congress. The

Administration has done nothing but "protest," while in the face of its expostulations the objectionable law received the Royal assent. Congress now acts through the law which authorizes the President to retaliate for Canadian injustice to our fishing vessels by closing American ports to Canada's trade.

There is nothing of bullying and bluster about this course. It is a measure entirely justifiable and one which Canada can control. If American vessels are fairly dealt with and Treaty obligations are faithfully observed the law will be inoperative. If American rights are violated, retaliation is just and proper and entirely within the practice of nations.

Nobody wants war with Great Britain, nor will there be any war. The rant of politicians in search of cheap popularity amounts to nothing. But Canada must be taught that if she desires to remain on good terms with her neighbour she must act with courtesy and fairness. If she neglects the lesson it will be at the cost of the interests of her own people.

No. 186.

Sir H. Holland to the Marquis of Lansdowne.

[No. 49.]

DOWNING STREET, 1st March, 1887.

MY LORD,—I have the honour to transmit to you, for any observations which your Ministers may wish to offer upon the subject, a copy of a despatch received through the Foreign Office from Her Majesty's Minister at Washington with a paper containing certain questions respecting the fisheries put by the Secretary of the Treasury to Professor Baird, of the Fish Commission, as well as the answers returned thereto.

I have, &c.,

(Sd.) H. HOLLAND.

Governor General

The Most Honourable

THE MARQUIS OF LANSDOWNE, G.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

Sir L. West to the Marquis of Salisbury.

(Treaty No. 25.)

WASHINGTON, 5th February, 1887.

MY LORD,—I have the honour to enclose to Your Lordship herewith a paper containing certain questions respecting the fisheries put by the Secretary of the Treasury to Professor Baird, of the Fish Commission, as well as the answers returned thereto.

I have, &c.,

(Sd.) L. S. WEST.

THE MARQUIS OF SALISBURY,
&c., &c., &c.

[Enclosure No. 2.]

Questions put to Professor Baird by the Secretary of the Treasury on the fisheries, and answers returned thereto:—

1. What are the descriptions of fish which the American fishermen desire to take either in the jurisdictional waters of British North America, or in the open sea, or upon bays near the British colonial possessions? *Answer.* Mackerel is the only species of any importance

which the American fishermen desire to take within the three-mile limit ; but at present the advantage to be derived from any privilege of fishing within the three-mile limit is comparatively insignificant.

2. In the method of fishing in the open sea, of what importance is the right to enter in a commercial way British colonial ports in the neighbourhood ? *Answer.* Only to purchase either salt barrels or ice. The privilege, however, of landing cargoes of fish at provincial ports for shipment to the United States is of considerable importance to vessels engaged in the mackerel fishery, and with it should be coupled the privilege of refitting.

Some of the Gloucester owners of vessels are opposed to going to and from provincial ports on account of the loss of time thereby incurred, but as a considerable percentage of the men employed have families in the Provinces, they urge upon the owners the necessity of obtaining bait in these localities.

3. The same question in regard to the fishing on the permitted coasts and the commercial entry in the prohibited bays and harbours, but not for fishing ? *Answer.* There is at present comparatively little fishing by American vessels on that portion of the coast to which free access is given by the Treaty of 1818, but vessels fishing in that vicinity should have the same privileges in other ports as are accorded to other vessels, as it would seem unwise to discriminate, and it would, perhaps, owing to the few settlements of any importance on the permitted coast be more convenient for the vessels to enter ports in the prohibited districts to purchase the necessary articles than to go out of their way in an opposite direction where there might be any uncertainty of securing them.

4. What is your estimate of the total tonnage of American vessels and the number of fishermen therein engaged in the Canadian and North Atlantic fisheries in 1886, and the total value of their catch ? *Answer.* 1,956 vessels, aggregating 115,130 tons, with crew numbering 17,996 men. The fleet is estimated to have been divided as follows :—

- 1,530 vessels in the food fish fishery.
- 215 in the shell fish and lobster fishery.
- 177 in the capture of whales and seals.
- 34 in the menhaden fishing.

5. What change has, in your view, come to American fisheries since the last full year of the Washington Treaty, in regard to the quantity, character, and general features of that industry ? *Answer.* During the year mackerel has been peculiarly scarce. The limited catch cannot, however, in any way be accounted for by the restrictions placed on American vessels within the three-mile limit.

6. What are the new features in the diminished necessity for the purchase of bait in British and American ports ? *Answer.* The employment of the gill net, obtained from Norway for catching cod fish which renders bait no longer necessary.

7. Have you ascertained new facts of public interest in regard to the decreasing importance to American fishermen of the inshore Canadian fisheries ? *Answer.* The decreased importance is due to :—

(1) The increased size of American vessels, which did away with the necessity of fishing close to land where harbours could be made in case of storms and of landing to dry their fish.

(2) The substitution of the purse seine for hand lines in the capture of mackerel, which has necessitated fishing in deeper water, and at a greater distance from shore.

(3) From the change in the location of the mackerel, which has for the last few years enabled American vessels to obtain full cargoes in the vicinity of the American coasts, instead of going to the Gulf of St. Lawrence, where they formerly met with better success, but where of late years, prior to the present season they have found fishing unsatisfactory.

No. 187.

Lord Lansdowne to Sir Henry Holland.

[No. 67.]

OTTAWA, 9th March, 1887.

SIR,—In consequence of the repeated complaints which have been addressed to Her Majesty's Government, by that of the United States, of the manner in which the Canadian authorities have acted in enforcing against American fishing vessels the provisions of the Convention of 1818 and the Acts of Parliament passed for the purpose

of giving effect to that Treaty, I have thought it my duty to invite the special attention of my advisers to the action of the Dominion fisheries police during the last fishing season, and to ask them to consider, upon a general review of the events of that season, and of the different cases in which vessels had been either denied privileges or had been seized or detained within Canadian waters for alleged infractions of the law, or otherwise interfered with by the officials of the Dominion; whether any amendment was called for in the instructions which had been issued by the Fisheries Department to the officers in its employment, or in the procedure which has been resorted to in dealing with infractions of the Fishery or Customs laws.

2. With regard to the spirit in which the Government of the Dominion desires to act in regard to these questions, I am glad to refer you again to the printed instructions issued on the 16th March, 1886, to all fishery officers in command of Government steamers and vessels engaged in the protection of the inshore fisheries of Canada. These instructions, after carefully defining the circumstances under which foreign fishing vessels may be detained, enjoin upon the officers to whom the instructions are addressed, the duty of performing the services in which they are engaged, with forbearance and discrimination.

It is especially pointed out that "foreign fishing craft may be driven into Canadian waters by violent or contrary winds, by strong tides or through misadventure or some other cause independent of the will of the master and crew."

In such cases the fishery officer is desired to take these circumstances into his consideration and to "satisfy himself with regard thereto before taking the extreme step of seizing or detaining any vessels." In another passage special reference is made "to the general conciliatory spirit in which it is desirable that you should carry out these instructions, and the wish of Her Majesty's Government that the rights of exclusion should not be strained."

3. The information given to me by my Ministers affords no reason for believing that during the past season there has been any appreciable departure from the intentions of the framers of the instructions which I have quoted.

4. In almost every case in which complaints of the kind to which I have referred have been forwarded to me by your predecessors, I have been able to supply them with full information which has, I venture to think, been sufficient to show that as a rule, the complaints were founded upon *ex parte* and misleading statements and the action of the Canadian authorities entirely warranted by treaty and law. It is, indeed, I think, a matter for congratulation—considering the fact that my Government had to deal on the one hand with a body of fishermen accustomed to resort without molestation to Canadian waters and likely to resent any interference with the freedom of access which such fishermen had heretofore enjoyed, and on the other with a newly constituted police force of which the members were necessarily without experience in the novel and delicate duties entrusted to them, that no serious mistakes should have so far been committed.

5. I am, however, able to assure you that should there be any particular in respect to which Her Majesty's Government may desire to see the instructions already issued amended so as to prevent the possibility of hardships to vessels *bond fide* resorting to Canadian waters for any of the purposes permitted by the Convention of 1818, my Government will take into its favourable consideration the suggestions which you may be disposed to make with this object.

6. In this connection, however, I may point out that in the despatches which have been addressed to Her Majesty's Government by Mr. Bayard, as well as in the reports presented to Congress, with a view to justify legislation upon these subjects, objection has been taken not only to the interpretation which Canadian authorities have placed upon the law which they were called upon to administer, but apparently to the allowance of any discretion whatever to Canadian officials in dealing with acts of trespass committed by American vessels in Canadian waters. Of this a conspicuous

illustration is afforded by the language used in the report recently presented to Congress by Mr. Edmunds, from the Committee on Foreign Relations, which contains the following passage:—

"On the 12th May, 1870, the Dominion Act, 33 Vic., chap. 15, was passed, repealing the third section of the last-mentioned Act on the subject of bringing vessels into port, &c., and provided, in lieu thereof, that any of the officers or persons before mentioned might bring any vessel being within any harbour in Canada, or hovering in British waters, within three miles of the coast into port, search her cargo, examine her master on oath, &c., without any previous notice to depart, which had been required by the former Act. So that an American vessel fishing at sea, being driven by stress of weather, want of wood or water, or need of repairing damages, which should run into a Canadian harbour, under the right reserved to it by the Treaty of 1818, the moment her anchor was dropped or she was within the shelter of a headland was, at the discretion of the Canadian official, to be immediately seized and carried into port, which might be, and often would be, many miles from the place where she could have her safe shelter or could obtain her wood and water or repair her damages.

"The Committee thinks it is not too much to say that such a provision is in view of the Treaty and of the common principles of comity among nations, grossly in violation of rights secured by the Treaty and of that friendly conduct of good neighbourhood, that should exist between civilized nations holding relations such as ought to exist between the United States and Her Majesty's Dominions." * * * * *

"From all this it would seem that it is the deliberate purpose of the British Government to leave it to the individual discretion of each one of the numerous subordinate magistrates, fishery officers, and Custom officers of the Dominion of Canada to seize and to bring into port any American vessels, whether fishing or other, that he finds within any harbour in Canada, or hovering within Canadian waters,"

7. It is, I venture to submit, impossible to contrive any system for enforcing regulations for the protection of the Canadian Fisheries, or for the prevention of smuggling along the Canadian coast, no matter how liberal the spirit in which those regulations might be conceived, under which the initiative to be taken in each case should not be left to "the individual discretion" of Canadian officials. If no such discretion is allowed to these, if every intruding vessel is to be free after committing an act of trespass to depart without hindrance from the place in which that act was committed, subject merely to the chance of her being made liable for subsequent legal proceedings, the protection which it was intended to afford to the interests of the Dominion would become illusory and valueless.

8. The same argument applies to the enforcement against the American fishing vessels of the Canadian Customs law. The acts of vessels which have been proceeded against under this law are constantly represented, as for instance on page 10 of the report already quoted to be "merely formal or technical violations of some Canadian Customs Statute or Regulation." The Statute which has been enforced in these cases is, as I have more than once had occasion to point out, one which is consistently put into operation against all vessels resorting to Canadian waters nor would it be possible to cease enforcing it against a particular class of vessels without giving to them opportunities for systematically, and with complete impunity, evading the law upon coasts of which the configuration is particularly favourable to the operations of smugglers.

9. For these reasons I cannot hold out the expectation that my Government will abandon the position which I have described, and which may be summed up in the statement that it cannot recognize the right of the United States' fishing vessels to resort to Canadian waters except for the purposes specified in the Convention of 1818, and that it considers that its officials should have the discretion of determining in what cases and to what extent, subject to the ultimate decision of the Courts, vessels entering those waters for a lawful purpose should comply with the requirements of the municipal law of the Dominion. With this reservation, my Government desires to afford to all foreign vessels every facility for availing themselves of the privileges to which they are entitled, and to avoid, as far as possible, attaching to the exercise of those privileges any condition of an irritating or vexatious character.

10. If you should be of opinion that any alterations are desirable in the procedure of the local authorities or in the instructions to which I have already referred, I trust that you will favour me with an expression of your views.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable

Sir HENRY HOLLAND, Bart., G.C.M.G.,
&c., &c., &c.

No. 188.

Lord Lansdowne to Sir H. Holland.

[No. 74.]

OTTAWA, 11th March, 1887.

SIR,—In reference to the subject mentioned in my despatch of the 9th inst., No. 67, and as an illustration of the desire of my Government to remove obstacles in the way of United States' fishing vessels resorting to Canadian waters for purposes permitted by the Convention of 1818, I may mention that a Sub Collector of Customs will be stationed upon an island, or at Sand Point, at the mouth of Shelburne Harbour, so as to render it unnecessary for vessels entering that harbour to report to the Collector who is stationed in the Port of Shelburne, which is several miles distant from the outer harbour.

It will be in your recollection that a complaint was made in the case of the "Rattler" detained in this harbour in the month of August, 1886, that she was delayed for some time in consequence of her being taken from the spot at which she was found by the Canadian police vessel, to the Port of Shelburne.

I may also mention that the captains of police vessels have been authorized, in certain cases, in which entrance at the regular Customs port would entail serious loss of time owing to distance from the place of shelter, to act as Customs Officers for the purpose of accepting reports from United States' fishing vessels who may find it necessary to enter Canadian harbours.

The attention of the Department of Customs is specially directed to these points, and the Minister will do all in his power to enable Foreign Fishing Vessels to comply with the requirements of the Customs Laws, under conditions as little onerous as possible.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable,

Sir HENRY HOLLAND,
&c., &c., &c.

No. 189.

Sir L. West to Lord Lansdowne.

[No. 31.]

WASHINGTON, 20th March, 1887.

MY LORD,—I have the honour to enclose to Your Excellency herewith copies of Treasury Circular calling the attention of officers of Customs and others to the provisions of the recent Acts of Congress relating to the importing and landing of

mackerel caught during the spawning season, and authorizing the President to protect the rights of American fishing vessels.

I have, &c.,

(Sd.) L. S. SACKVILLE WEST.

His Excellency

The MARQUIS OF LANSDOWNE, G.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

CIRCULAR—THE FISHERIES.

1887. DEPARTMENT No. 32.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION,
WASHINGTON, D. C., 16th March, 1887.

To Collectors of Customs and others :

The attention of officers of Customs and others is invited to the provisions of the recent Acts of Congress printed below, one relating "to the importing and landing of mackerel caught during the spawning season," and the other authorizing the "President of the United States to protect the rights of American fishing vessels, American fishermen, American trading and other vessels, in certain cases," &c.

(Sd.) C. B. MORTON,
Commissioner.

Approved:

(Sd.) C. S. FAIRCHILD,
Acting Secretary.

AN ACT RELATING TO THE IMPORTING AND LANDING OF MACKEREL CAUGHT DURING THE SPAWNING SEASON.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That for the period of five years from and after the first day of March, eighteen hundred and eighty-eight, no mackerel, other than what is known as Spanish mackerel, caught between the first day of March and the first day of June, inclusive, of each year, shall be imported into the United States or landed upon its shores: *Provided, however,* That nothing in this Act shall be held to apply to mackerel caught with hook and line from boats, and landed in said boats, or in traps and weirs connected with the shore.

SEC. 2. That section forty-three hundred and twenty-one of the Revised Statute is amended, for the period of five years aforesaid, so as to read before the last sentence as follows: "This license does not grant the right to fish for mackerel, other than for what is known as Spanish mackerel, between the first day of March and the first day of June, inclusive, of this year." Or in lieu of the foregoing there shall be inserted so much of said period of time as may remain unexpired under this Act.

SEC. 3. That the penalty for violation or attempted violation of this Act shall be forfeiture of license on the part of the vessel engaged in said violation, if a vessel of this country, and the forfeiture to the United States, according to law, of the mackerel imported or landed, or sought to be imported or landed.

SEC. 4. That all laws in conflict with this law are hereby repealed.

Approved, 28th February, 1887.

AN ACT TO AUTHORIZE THE PRESIDENT OF THE UNITED STATES TO PROTECT AND DEFEND THE RIGHTS OF AMERICAN FISHING VESSELS, AMERICAN FISHERMEN, AMERICAN TRADING AND OTHER VESSELS, IN CERTAIN CASES AND FOR OTHER PURPOSES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever the President of the United States shall be satisfied that American fishing vessels or American fishermen visiting or being in the waters or at any

ports or places of the British dominions of North America, are, or then lately have been denied or abridged in the enjoyment of any rights secured by treaty or law, or are or then lately have [been] unjustly vexed or harassed in the enjoyment of such rights, or subjected to unreasonable restrictions, regulations, or requirements in respect of such rights, or otherwise unjustly vexed or harassed in said waters, ports or places; or whenever the President of the United States shall be satisfied that any such fishing vessels or fishermen, having a permit under the laws of the United States to touch and trade at any port or ports, place or places in the British dominions of North America, are or then lately have been denied the privilege of entering such port or ports, place or places in the same manner and under the same regulations as may exist therein applicable to trading vessels of the most favoured nation, or shall be unjustly vexed or harassed in respect thereof, or otherwise be unjustly vexed or harassed therein, or shall be prevented from purchasing such supplies as may there be lawfully sold to trading vessels of the most favoured nation; or whenever the President of the United States shall be satisfied that any other vessels of the United States, their masters, or crews, so arriving at or being in such British waters or ports or places of the British dominions of North America, are or then lately have been denied any of the privileges therein accorded to the vessels, their masters or crews, of the most favored nation, or unjustly vexed or harassed in respect of the same, or unjustly vexed or harassed therein by the authorities thereof, then, and in either or all of such cases, it shall be lawful, and it shall be the duty of the President of the United States, in his discretion, by proclamation to that effect, to deny to vessels, their masters and crews, of the British dominions of North America, any entrance into the waters, ports or places of, or within the United States (with such exceptions in regard to vessels in distress, stress of weather, or needing supplies, as to the President shall seem proper), whether such vessels shall have come directly from said dominions on such destined voyage, or by way of some port or place in such destined voyage elsewhere; and also, to deny entry into any port or place of the United States of fresh fish or salt fish, or any other product of said dominions, or other goods coming from said dominions to the United States. The President may, in his discretion apply such proclamation to any part or to all of the foregoing-named subjects, and may revoke, qualify, limit and renew such proclamation from time to time, as he may deem necessary to the full and just execution of the purposes of this Act. Every violation of any such proclamation, or any part thereof, is hereby declared illegal, and all vessels and goods so coming or being within the waters, ports, or places of the United States, contrary to such proclamation, shall be forfeited to the United States; and such forfeiture shall be enforced and proceeded upon in the same manner and with the same effect as in the case of vessels or goods whose importation or coming to or being in the waters or ports of the United States contrary to law may now be enforced and proceeded upon. Every person who shall violate any of the provisions of this Act, or such proclamation of the President made in pursuance hereof, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding one thousand dollars, or by imprisonment for a term not exceeding two years, or by both said punishments, in the discretion of the court.

Approved, 3rd March, 1887.

No. 190.

Lord Lansdowne to Sir H. Holland.

CANADA, GOVERNMENT HOUSE,

OTTAWA, 2nd April, 1887.

[No. 99.]

SIR,—With reference to Mr. Stanhope's despatch, No. 274, of the 16th November last, transmitting a copy of a letter from the Foreign Office, with its enclosures, respecting the alleged improper conduct of authorities in the Dominion in dealing with the United States' fishing vessels, "Laura Sayward" and "Jennie Seaverns," and requesting to be furnished with a report on these cases for communication to the United States Government, I have the honour to forward herewith a copy of an approved Minute of the Privy Council of Canada, embodying a report of my Minister of Marine and Fisheries on the subject.

I have much pleasure in calling your attention to the penultimate paragraph of that report from which you will observe that it will, in the opinion of my Government, be possible in cases like that of the "Jennie Seaverns," where a foreign fish-

ing vessel has entered a Canadian harbour for a lawful purpose, and in the pursuance of her treaty rights, to exercise the necessary supervision over the conduct of her master and crew, and to guard against infractions of the Customs law and other Statutes binding upon foreign vessels while in Canadian waters, without placing an armed guard on board, or preventing reasonable communication with the shore.

My advisers are, in regard to all such matters, fully prepared to recognize that a difference should be made between the treatment of vessels *bona fide* entering a Canadian harbour for shelter or repairs, or to obtain wood and water, and that of other vessels of the same class entering such harbors ostensibly for a lawful purpose, but really with the intention of breaking the law.

(Sgd.) LANSDOWNE.

The Right Honourable,
Sir HENRY HOLLAND, BART., G.C.M.G.,
&c., &c., &c.

[Enclosure No. 1.]

521.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 23rd March, 1887.

The Committee of the Privy Council have had under consideration a despatch dated 16th December, 1886, from the Right Honourable the Secretary of State for the Colonies, transmitting a copy of a letter from the Foreign Office covering copy of a despatch from Her Majesty's Minister at Washington, enclosing notes which he has received from Mr. Bayard, United States' Secretary of State, protesting against the conduct of the Dominion authorities in their dealings with the United States' fishing vessels "Laura Sayward" and "Jennie Seaverns," and requesting to be furnished with a report on the subject for communication to the Government of the United States.

The Minister of Marine and Fisheries to whom the despatch and enclosures were referred for immediate report, observes that Mr. Bayard takes exception to the "inhospitable and inhuman conduct" of the Collector of Customs at the Port of Shelburne, N.S., in refusing to allow Capt. Rose of the "Laura Sayward" to buy sufficient food to last himself and crew on their homeward voyage, and complains of the action of the Collector in "unnecessarily retaining" the papers of the vessel. Mr. Bayard bases his representation upon the annexed declaration made by Capt. Rose, but supported by no other testimony.

The Minister states that immediately on receipt of the despatch above mentioned, a copy of the charges was forwarded to the Collector at the Port of Shelburne and his statement in reply thereto is annexed.

The Minister believes that Collector Atwood's statement is a reasonable and sufficient answer to the allegations made by the Captain of the "Sayward," and leaves no ground of justification for the strong language used by Mr. Bayard in his note to Sir L. Sackville West.

The Minister further observes that with reference to the "Jennie Seaverns," Mr. Bayard complains of the conduct of Capt. Quigley, of the "Terror," in preventing the Captain of the "Jennie Seaverns" from landing to visit his relatives in Liverpool, N.S., and in forbidding his relatives to visit him on board his vessel, and in placing a guard upon the "Seaverns" while she was in port. These complaints are based upon the affidavit of Captain Tupper, of the "Seaverns," a copy of which is attached. The statements of Captain Quigley and his first officer, Bennett, are submitted in reply, and seem to afford ample proof that no violence or injustice was done to the fishing schooner.

The Minister is of the opinion that the Captain of the "Jeannie Seaverns" has nothing to complain of. He came in solely for shelter and this was not denied him. He was requested to report at the Customs, with which request he, upon his own evidence, willingly complied. The other precautions taken by Captain Quigley were simply to ensure that while shelter was being had the provisions of the convention and of the Customs law were not violated.

The Minister, however, while assured that the vessel in question suffered no deprivation of or interference with her rights as defined by the Convention of 1818, is of opinion that in pursuance of the spirit of uniform kindly interpretation of the law which it has been the con-

stant aim of the Government of Canada to exemplify in its dealings with United States' fishermen, it is possible for the officers in charge of the cruisers to efficiently guard the rights of Canadian citizens and enforce the provisions of the law without in such cases as the above finding it necessary to place an armed guard on board the fishing vessel, or preventing what may be deemed reasonable communication with the shore.

The Committee concurring in the report of the Minister of Marine and Fisheries, recommend that Your Excellency be moved to transmit a copy of this Minute to the Right Honourable, the Secretary of State for the Colonies, for the purpose of communication to the Government of the United States.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,
Clerk, Privy Council.

[Enclosure No. 2.]

(Affidavit of Medeo Rose.)

I, Medeo Rose, master of the schooner "Laura Sayward," of Gloucester, being duly sworn, do depose and say that on Saturday, 2nd October, being then on Western Bank on a fishing trip, and being short of provisions we hove up our anchor and started for home.

The wind was blowing almost a gale from the north-west and being almost dead ahead we made slow progress on our voyage home. On Tuesday, 5th October, we made Shelburne, Nova Scotia, and arrived in that harbour about 8 o'clock p.m. on that day, short of provisions, water and oil to burn. On Wednesday I sailed for the inner harbour of Shelburne, arriving at the town about 4 p.m. On going ashore I found the Custom House closed, and hunted up the Collector and entered my vessel and asked permission from him to buy 7 lbs. sugar, 3 lbs. coffee, $\frac{1}{2}$ to 1 bushels potatoes, and 2 lbs. butter, or lard, or pork and oil enough to last us home, and was refused.

I stated to him my situation, short of provisions and a voyage of 250 miles before, and plead with him for this slight privilege, but it was of no avail. I then visited the American Consul and asked his assistance and found him powerless to aid me in this matter. The Collector of Customs held my papers until the next morning, although I asked for them as soon as I found I could not buy any provisions, say about one and a-half hours after I entered, but he refused to give them to me until the next morning. Immediately on receiving my papers on Thursday morning, I started for home arriving on Sunday. I think the treatment I received harsh and cruel, driving myself and crew to sea with a scanty supply of provisions, we having but little flour and water, and liable to be buffeted for days before reaching home.

(Sd.) MEDEO ROSE.

Mass. Essex, ss.,
13th October, 1886. }

Personally appeared Medeo Rose and made oath to the truth of the above statement,

Before me,

(Sd.) AARON PARSONS, N.P.

[Seal.]

[Enclosure No 3.]

(Collector Atwood to Commissioner of Customs.)

CUSTOM HOUSE, Shelburne, 5th January, 1887.

SIR,—With reference to the statement made by Medeo Rose, master of the schooner "Laura Sayward," I beg to say that in many particulars it is not true and is very unjust. The Custom House was not closed as stated. Office hours are supposed to be from 9 a.m. to 4 p.m., but masters of vessels, American fishermen particularly, are allowed to report their vessels, inward and outward, and obtain clearances at any hour between 6 a.m. and 11 p.m.,

(Sundays excepted), and the office is always open. On the 6th October last, I left at 4 p.m. and went to an Agricultural Exhibition not an eighth of a mile distant, say a three minutes walk, and left word at the office to tell any one who called where I could be found. I had been on the grounds about fifteen minutes when Captain Rose put in an appearance, and I at once came to the office and he reported his vessel, stated that he was from the Bank, bound home, and came in to fill water and wanted provisions as follows, viz.: 7 lbs sugar, 3 lbs. coffee, 1 bushel potatoes, and 2 lbs. butter. This was all. I took a memo. and attached to his Inward Report, and oil is not mentioned. Stated that he had plenty of flour, fish and other provisions, sufficient for voyage home.

I gave him permission to fill water at once, but as the Treaty made no provision for purchase of supplies, I would telegraph the Department at Ottawa, and no doubt it would be allowed. Captain Rose expressed his willingness to remain until a reply was received. He called at the office next morning (Thursday), at 6 30 a.m., and finding I had not received a reply, said, as the wind was fair and a good breeze, he would not wait longer, and would take a clearance, which I gave him. I told him an answer to telegram would probably be received by 10 a.m. I did not consider it a case of actual distress by any means, as by the master's own statement, he had plenty of other provisions, and all that he really and actually needed was to fill water.

The statement that I held his papers, although he asked for them, &c., and that I refused to give them to him until next morning, is all false. He did not ask further until next morning when he got his clearance. The statement that the treatment he received was harsh, and driving him to sea having little water and flour, &c., is all untrue, as what I have already stated will prove. Captain Medeo Rose was here with his vessel on the 23rd November last, and entered his vessel and obtained clearance at eight in the evening. Was here again on the 27th November, and remained five days for repairs, and nothing was said by him of the "inhuman conduct" or "harsh treatment" on the part of the Collector towards him.

The above is a plain statement of the facts, and many of the statements can be corroborated by the American Consul of this port, if referred to him.

I am, &c.,

(Sd.) W. W. ATWOOD,
Collector.

J. JOHNSON, Esq.,
Commissioner of Customs,
Ottawa.

[Enclosure No. 4.]

Affidavit of Joseph Tupper.

I, Joseph Tupper, master of schooner "Jennie Seaverns," of Gloucester, being duly sworn, do depose and say:—That on Thursday, 26th October, while on my passage home from a fishing trip, the wind blowing a gale from south-east and a heavy sea running, I was obliged to enter the harbour of Liverpool, N.S., for shelter. Immediately on coming to anchor, was boarded by Captain Quigley of Canadian cruiser "Terror" who ordered me to go inshore at once and report at Custom House, to which I replied that such was my intention. He gave me permission to take two men in the boat with me, but they must remain in the boat and must not step on shore. I asked Captain Quigley if I could, after entering, visit some of my relations who resided in Liverpool and whom I had not seen for many years. This privilege was denied me. After entering, having returned to my vessel, some of my relatives came to see me off. When Captain Quigley saw their boat alongside my vessel, he sent an officer and boat's crew who ordered them away, and at sundown he placed an armed guard on board our vessel who remained on board all night and was taken off just before we sailed in the morning.

I complied with the Canadian laws and had no intention or desire to violate them in any way, but to be made a prisoner on board my own vessel and treated like a suspicious character grates harshly upon the feelings of an American seaman, and I protest against such

treatment and respectfully ask from my own Government protection from such unjust, unfriendly and arbitrary treatment.

(Sd.) JOSEPH TUPPER. ¹¹⁷⁰

MASS., ESSEX, SS.,
4th November, 1886. }

Personally appeared Joseph Tupper and made oath to the truth of the above statement.

Before me,

(Sd.) AARON PARSONS,
Notary Public.

[Enclosure No. 5.]

Captain Quigley to Deputy Minister of Fisheries.

NEWCASTLE, 19th January, 1887.

SIR,—In reference to the American schooner "Jennie Seaverns," of Gloucester, I find she arrived on Thursday, 28th October, as stated in his complaint, at Liverpool, N. S., and after she anchored, I sent Chief Officer Bennett on board with instructions telling him what the law was, so that he could not do anything through ignorance of it, and get his vessel in trouble. These instructions were to report his vessel at the Customs before sailing, and to take two of his crew and boat with him when he did go for that purpose, but the rest of his crew were not to go on shore, and that after he reported, no person from his vessel was to go on shore, as he got all he put in for, viz., shelter, and he reported his vessel putting in for that purpose and for no other—not for the purpose of letting his crew on shore.

The boat that was ordered from his vessel was from shore, and was not allowed alongside of these vessels as it gave the crews a chance to get ashore with them or to smuggle provisions alongside, so they were ordered off in all cases. See Chief Officer's Statement regarding it, also his statement regarding the men who rowed the captain on shore.

I never prevented the men who went ashore with the masters of vessels from landing and going with the masters to the Customs House if they wished, nor gave instructions to prevent them.

I placed two watchmen on board this vessel as I did in all other cases, to prevent them from breaking the law in any respect through the night, and they were taken off in the morning before he sailed.

It is not true that I boarded the vessel as he states. I never spoke to him. There were two other American seiners in at the same time and were treated in the same way, less the watchmen which were not required in their case, as they were close to me and I could see what was done on board them at all times, from my vessel. These are the facts.

I have the honour to be, Sir,
Your obedient servant,

(Sd.) THOMAS QUIGLEY.

MAJOR JOHN TILTON,
Deputy Minister of Fisheries.

[Enclosure No. 6.]

Statement of First Officer Bennett.

I, Albert Bennett, late First Officer of Dominion Cutter "Terror," Captain Quigley, remember boarding the American seiner "Jeannie Seaverns," of Gloucester, U.S., at the Port of Liverpool, N.S., on the 28th of October last past. Boarded her. Ordered Captain Tupper to report at the Customs at Liverpool aforesaid, which he did, taking with him two men in his boat. Never told Captain Tupper not to allow his men to leave his boat while on

shore. Further, Captain Tupper, to the best of my knowledge and belief, never intimated to me that he had friends or relatives that he wished to visit in Liverpool, N.S.

Seeing a boat alongside, I went on board and ordered them away. Captain Tupper told me he did not know the visitors, and further, did not wish them on board his vessel.

Further, during the time the "Jennie Seaverns" was in the harbour of Liverpool, N.S., Captain Quigley never was on board her, I boarding her and carrying out his instructions to me.

(Sd.) ALBERT BENNETT,
Late First Officer, Cutter "Terror."

HOPEWELL CAPE, N.B.,
14th January, 1887.

No. 191.

Lord Lansdowne to Sir Henry Holland.

OTTAWA, 2nd April, 1887.

SIR,—I have the honour to enclose herewith a certified copy of a Privy Council Order respecting the case of the United States' schooner, "Mollie Adams," which formed the subject of your predecessor's despatches Nos. 218 and 272 of the 6th October, and 16th December, respectively.

I have to express my regret that it should have proved impossible to supply you with the necessary information bearing upon this case at an earlier date. Some time was, however, taken in collecting the evidence embodied in the reports, copies of which accompany the minute, and the occurrence of the General Elections for the Federal Parliament to some extent interrupted the course of business in the public Departments and increased the delay.

You will find in the report of my Minister of Marine and Fisheries, and in the enclosures appended to it, a full and, I think, satisfactory reply to the whole of the charges made by the Government of the United States against the conduct of the Canadian officials concerned in the matter of the "Mollie Adams."

I would venture to draw your especial attention to the concluding passages of the Minister's Report in which he earnestly deprecates the manner in which in this, as well as in other cases in which disputes have arisen under conditions of a similar character, the Government of the United States has not hesitated to adopt without any enquiry, and to support with the whole weight of its authority, *ex parte* charges entirely unconfirmed by collateral evidence, and unaccompanied by any official attestation.

In view of the fact that owing to the action of the Government of the United States in terminating the Fishery clauses of the Treaty of Washington, a large body of American fishermen have suddenly found themselves excluded from waters to which they had for many years past resorted without molestation, and that the duty of thus excluding them has been thrown upon a newly constituted force of Fishery Police, necessarily without experience of the difficult and delicate duties which it is called upon to perform, there would be no cause for surprise if occasional cases of hardship or of over-zealous action upon the part of the local authorities engaged in protecting the interests of the Dominion were to be brought to light. It is the earnest desire of my Government to guard against the occurrence of any such cases, to deal in a spirit of generosity and forbearance with United States' Fishermen resorting to Canadian waters in the exercise of their lawful rights, and to take effectual measures for preventing arbitrary or uncalled for interference, on the part of its officials, with the privileges allowed to foreign fishermen under the terms of the Convention of 1818.

The difficulty of acting in such spirit must, however, be greatly increased by the course which has been pursued in this and in numerous other cases already

brought to your notice in founding not only the most urgent remonstrances, but the most violent and offensive charges and the most unjust imputation of motives upon complaints such as that put forward by the Captain of the "Mollie Adams," a person so illiterate that he appeared not to have been qualified to make out the ordinary entry papers on his arrival in a Canadian port, but whose statements, many of which bear upon the face of them evidence of their untrustworthiness, appear to have been accepted *in globo* without question by the Secretary of State.

You will, I cannot help thinking, concur in the opinion expressed in the Minister's Report that such hasty and indiscriminate accusations can only have the effect of prejudicing and embittering public feeling in both countries, and of retarding the prospect of a reasonable settlement of the differences which have unfortunately arisen between them upon these subjects.

I have, &c.,

(Sd.) LANSDOWNE.

The Right Honourable
Sir HENRY HOLLAND,
&c., &c., &c.

[Enclosure No. 1.]

523g.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Governor General in Council on the 31st March, 1887.

The Committee of the Privy Council have had under consideration a despatch dated 6th October, 1886, from the Right Honourable the Secretary of State for the Colonies, transmitting a copy of a letter from the Foreign Office enclosing copy of a despatch from Her Majesty's Minister at Washington, with a note from the Secretary of State of the United States, calling attention to the alleged refusal of the Collector of Customs at Port Mulgrave, Nova Scotia, to allow the master of the United States' fishing vessel "Mollie Adams," to purchase barrels to hold a supply of water for the return voyage, and also a further despatch dated 16th December, 1886, referring to the same schooner the "Mollie Adams" and her alleged treatment at Malpeque, Prince Edward Island and Port Medway, Nova Scotia, and requesting an early report on the circumstances of this case.

The Minister of Marine and Fisheries to whom the said despatches and enclosures were referred, submits the following report thereon:

Mr. Bayard's note of 10th September calls attention to the alleged refusal of the Collector of Customs at Port Mulgrave, Nova Scotia, to allow the master of the "Mollie Adams" to purchase barrels to hold a supply of water for which the vessel had put into port. The report of the Sub-Collector of Customs at Port Mulgrave, which is hereto annexed, and which he expresses his readiness to verify upon oath, shows that the "Mollie Adams" was fitted out with a water tank, which was reported as leaking, that the Collector offered to borrow barrels for carrying the water on board if the tank were made tight, and even offered to send a man on board to perform this work, that while the Captain of the schooner and he were in conversation, one of the crew brought the information that the cook had succeeded in caulking the tank. That thereupon the Sub-Collector borrowed the seven barrels with which the crew supplied water for their vessel, that the barrels were returned to the Collector, and the Captain appeared well pleased with what had been done. The good-will of the Sub-collector is also shown in his giving the men a letter to his superior officer in explanation of the circumstances, and recommending that the purchase of barrels be allowed, a step which was rendered unnecessary by the arrangements later made.

The Sub-Collector, in answer to his enquiry, as to what had become of the water barrels in use on board the vessel, was informed that they had been filled with mackerel. This answer goes to prove that Mr. Murray was acting strictly within the scope of his duty in ascertaining that the barrels sought to be purchased were not to be used for an illicit purpose.

The Colonial Secretary's despatch No. 272 of the 16th December, 1886, refers to the same schooner the "Mollie Adams" and her alleged treatment at Malpeque, Prince Edward Island, and Port Medway, Nova Scotia.

In this case Mr. Bayard's representations are based solely upon a letter written to him by the Captain of the vessel, under date 12th November, which is unsupported by any other evidence, and upon the strength of which Mr. Bayard proceeds to charge the Canadian authorities with "churlish and inhospitable treatment," and with exhibiting a coldness and rudeness of conduct at variance with the hospitable feelings of common humanity.

The Minister of Marine and Fisheries submits as a complete reply to the allegations contained in Captain Jacobs' letter: (1.) The statement of the Collector of Customs at Malpeque, P.E.I. (2.) The statement of Captain McLaren, of the Canadian cruiser "Critic," and (3.) The report of the Collector of Customs at Port Medway.

The two former officers although giving their reports without concert, agree upon the main points at issue, and the statements of all three are clear, straightforward and reasonable and in marked contrast to the sensational and improbable story related by Captain Jacobs.

Captain Jacobs declares that on or about the 26th September last, during very heavy weather, he fell in with the barque "Neskilita," which had run on a bar at Malpeque Harbour, and became a total wreck. That he took off the crew, 17 in number, at 12 o'clock at night, carried them to his own vessel, fed them for three days, and then gave them \$60 with which to pay their fare home, and provisions to last them on their way. He states that the Captain of the Canadian cruiser "Critic" came on board, was told the circumstances but offered no assistance, and that no one on shore would take the wrecked men unless he became responsible for the payment of their board.

The Collector at Malpeque, in his report says, that early on the morning after the wreck, so soon as the news reached him, he repaired to the harbour to see what assistance could be given, that he there met the Captain of the "Neskilita" in company with Captain Jacobs, and was told by the latter that the crew of the wrecked vessel were comfortably cared for on his vessel, and that nothing more could be done.

Captain McLaren, of the "Critic," says that he at once visited the "Mollie Adams," and was told by Captain Jacobs that "he had made all arrangements for the crew."

The Collector and Captain McLaren agree in stating from information gathered by them, that the crew of the wrecked vessel came to shore in their own boat, unassisted, and after boarding a Nova Scotia vessel, were invited by Captain Jacobs, with whom the Captain of the "Neskilita" had before time sailed out of Gloucester to go on board the "Mollie Adams."

The Collector was asked by the Captain of the "Neskilita" if he could assist himself and crew to their homes, and answered that he could not unless assured that they were themselves without means for that purpose, in which case he would have to telegraph to Ottawa for instructions. The Captain of the "Neskilita" made no further application.

The Minister observes that it is the practice of the Dominion Government to assist shipwrecked and destitute sailors in certain cases of great hardship to their destination or homes, but in all cases it must be clear that they are destitute, and the application for assistance must be made to Ottawa through the Collector of Customs. Had such an application been made by the Captain of the "Neskilita" it would have received due consideration.

In answer to the charge that board could not be obtained for the wrecked crew, it is stated by Captain McLaren that the crew of a United States' vessel wrecked about the same time found no difficulty in getting board, and that the Captain of the "Neskilita" had himself arranged to board with the Collector, who expressed surprise at his failing to come.

Captain Jacobs complains that he was not allowed to land from his vessel the material saved from the wreck. To this charge the Collector replies that he received no intimation of any wrecked material, except the crew's luggage, being on board the "Mollie Adams," and that Captain Jacobs made no request to him regarding the landing of wrecked material, and that he (the Collector) gave all assistance in his power to the Captain of the "Neskilita" in saving material from the wreck.

It was subsequently discovered that Captain Jacobs had on board the "Mollie Adams" a seine from the wrecked vessel belonging to the underwriters, for taking care of which, when obliged to take it up, Captain Jacobs claimed and was paid the sum of ten dollars.

Captain Jacobs states that he was put to a loss of ten days' fishing by his detention with the "Neskilita". The reports of both the Collector and Captain McLaren agree in giving a very different and sufficient reason, viz.,—very bad weather and consequent inability to fish, a disability experienced by the whole fishing fleet at that time anchored in Malpeque.

The second complaint of Mr. Bayard is that when Captain Jacobs, experiencing a dearth of provisions as a consequence of his charitable action, shortly after put into Port Medway and asked to purchase half a barrel of flour and enough provisions to take him home, the Collector, "with full knowledge of all the circumstances," refused the request and threatened him with seizure if he bought anything whatever.

The Collector's report, hereto annexed, shows that Captain Jacobs entered his port on the 25th of October, fully one month after the occurrence at Malpeque, that in entering he made affirmation that he called for shelter and repairs and for no "other purpose whatever." That just before leaving he asked permission to purchase half a barrel of flour, and when asked by the Collector if he was without provisions, he replied that he was not, adding that he had "a good supply of all kinds of provisions except flour, and enough of that to last him home unless he met some unusual delay."

Under these circumstances the Collector did not give the permission asked, but he made no threat of seizure of vessel or imposition of a penalty.

Mr. Bayard supports the complaint of Captain Jacobs that he was charged fees for entering his vessel at Canadian Customs, and that these fees varied at different ports; being for instance 15 cents at Souris, P.E.I., 50 cents at Port Mulgrave, and 50 cents at Port Hood, at which latter port Captain Jacobs sent his brother to enter for him, but was informed that his entry was illegal, and that he, as master, must himself enter his vessel.

He complains of being obliged to pay twice, once for his brother's entry and once for his own.

The Minister states, with regard to this that no Collector of Customs in Canada is authorised to charge a fee for entering or clearing a vessel, nor for any papers necessary to do this. Sailing masters however, who are unused to the law or not competent to make out their papers, are in the habit of employing persons as Customs brokers to make out their papers for them, and for this service these brokers charge a small fee. These are not Government officers nor under Government control, and their services are voluntarily paid for by those who employ them. The small fees of which Captain Jacobs complains need not have been paid by him if he had been willing or qualified to make out his own papers. That he was not so willing or qualified, and that he employed a broker to make out his papers is conclusively shown by the following telegram received from the Collector at Port Hood, the charges at which port Mr. Secretary Bayard so vigorously denounces.

COPIES OF TELEGRAMS.

Deputy Minister of Fisheries to Collector, Port Hood, N.S.

OTTAWA, 16th March, 1887.

"Did you during last season exact from Captain Solomon Jacobs, of schooner 'Mollie Adams' any charge for reporting or other service at Port Hood? If so, please state amount received and for what."

Collector, Port Hood, to Deputy Minister of Fisheries.

PORT HOOD, N. S., 16th March, 1887.

"Solomon Jacobs, of schooner 'Mollie Adams,' sent one of his crew to report 13th September last. He made report. I told him, however, that the report should be made by the master. A few hours afterwards Jacobs himself came and reported, They got Dan. McLenan, who is now in Halifax, to write out the reports. I believe he charged them 25 cents each for brokerage. No other charges whatever were made."

The Minister states that he has no doubt that the other payments at Customs ports alluded to by Mr. Bayard were made for services rendered Captain Jacobs by persons making out his entry papers, and which he does not appear to have been qualified to do so himself.

With reference to Mr. Bayard's reiteration of Captain Jacob's complaint that in different harbours he was obliged to pay a different scale of dues, the Minister of Marine submits that in Canada there are distinct classes of harbours; some are under the control of a Commission appointed wholly or in part by the Government, under whose management improvements are made, and which regulates, subject to the approval of the Government, the harbour dues which are to be paid by all vessels entering such ports and enjoying the advantage therein provided.

Others are natural harbours, in great part unimproved, whose limits are generally defined by Order in Council, and for which a Harbour Master is appointed by Government, to whom all vessels entering pay certain nominal Harbour Master's fees, which are regulated by a general Act of Parliament, and which constitute a fund out of which the Harbour Master is paid a small salary for his services in maintaining order within the harbour. The Port of St. John, N. B., is entirely under municipal control, and has its own stated and uniform scale of charges.

Harbour dues are paid whenever a vessel enters a port which is under Commission, and Harbour Master's fees are paid only twice per calendar year by vessels entering ports not under a Commission. Sydney belongs to the first class, and at that port Captain Jacobs paid the legal harbour dues. Malpeque and Port Mulgrave belong to the second class, and in these Captain Jacobs paid the legal Harbour Master's fees, which for a vessel like his, of from 100 to 200 tons, is \$1.50. That he paid only \$1.00 in Malpeque is due to an error of the Harbour Master, who should have charged him \$1.50, and by this error Captain Jacobs saved fifty cents, of which he should not complain. For full information as to the legal status of Canadian Harbours, Mr. Bayard is respectfully referred to the Canadian Statutes, 36 Vic., cap. 63; 42 Vic., cap. 30, and 38 Vic., cap. 30.

The Minister of Marine and Fisheries believes that after a thorough perusal of these, Mr. Bayard will not cite the payments made by Captain Jacobs as evidences of the "irresponsible and different treatment to which he was subjected in the several ports he visited, the only common feature of which seems to have been a surly hostility."

The Minister submits that from a careful consideration of all the circumstances, he cannot resist the conviction that in this whole transaction Captain Jacobs was more concerned in making up a case against the Canadian authorities than in unobtrusively performing any necessary acts of hospitality, and that his version of the matter, as sent to Mr. Bayard, is utterly unreliable.

The "Neskikita" was wrecked off a Canadian harbour; the crew, it is stated, came ashore in their own boat and unassisted. A Canadian Collector was at hand offering his services, and within easy appeal to the Government, and the Captain of a Canadian cruiser was in port, yet Captain Jacobs would appear, by his own story, to have taken complete charge of the Captain, to have ignored all proffers of assistance, and to have constituted himself the sole guardian and spokesman of the wrecked crew, to have been in short the one sole man actuated by kindly, humane feelings, among a horde of cruel and unsympathetic Canadians.

For any exercise of good will and assistance to Canadian seamen in distress, by either foreign or native vessels, the Canadian Government cannot but feel deeply grateful, and stands ready, as has been its invariable custom, to recognize suitably and reward such services, and when Captain Jacobs performs any necessary act of charitable help towards Canadian seamen in distress, without the obvious aim of manufacturing an international grievance therefrom, he will not prove an exception to Canada's generous treatment.

The Minister observes that in a despatch to the Governor General, dated 27th December, 1886, and in reference to this same case, Mr. Stanhope writes:—"With reference to my Despatch No. 272 of the 16th instant, relating to the case of the United States' fishing vessel "Mollie Adams," and referring to the general complaints made on the part of the United States' Government of the treatment of American fishing vessels in Canadian ports, I think it right to observe that whilst Her Majesty's Government do not assume the correctness of any allegations without first having obtained the explanations of the Dominion Government, they rely confidently upon your Ministers taking every care that Her Majesty's Government are not placed in a position of being obliged to defend any acts of questionable justice or propriety."

The Minister while thanking Her Majesty's Government for the assurance conveyed that it will not "assure the correctness of any allegations without having obtained the explanations of the Dominion Government" and whilst assuring Her Majesty's Government that every possible care has been and will be taken that no "acts of questionable justice or propriety" are committed by the officers of the Dominion Government, cannot refrain from calling attention to the loose, unreliable and unsatisfactory nature of much of the information supplied to the United States' Government, and upon which very grave charges are made and very strong language officially used against the Canadian authorities. For instance, as stated in a previous part of this report, the strong representations made by Mr. Bayard in the case of the "Mollie Adams" are based solely upon a letter written by Captain Jacobs not even accompanied by an official attestation and not supported by a tittle of corroborative evidence.

It does not appear that any attempt was made to investigate the truth of this story unreasonable and improbable as it must have appeared, as the letter written by Captain Jacobs bears date 12th November, while Mr. Bayard's note based thereupon is dated 1st December. It would seem only fitting that, in so grave a matter, involving alike the good name of a friendly country, and the continued subsistence of previous amicable relations, great care should have been taken to avoid the use of such strong and even hostile language, based upon the unsupported statements of an interested skipper, and one whose reputation for straightforward conduct does not appear to be above reproach; if credence is to be given to the attached description taken from the *Boston Advertiser*, of a transaction said to have occurred in his native city, and in which Captain Jacobs appears to have played no enviable part.

Numerous other instances of like flimsy and unreliable foundations for charges made against the Canadian authorities in regard to their treatment of United States' fishing vessels cannot have failed to attract the attention of Her Majesty's Government in the despatches which from time to time have reached it from the United States.

The Master of a United States' fishing vessel, imperfectly understanding the provisions of the Convention of 1818, the requirements of the Canadian Customs laws, or the regulations of Canadian ports, having perhaps an exaggerated idea of his supposed rights, or it may be, desirous of evading all restrictions, is brought to book by officers of the law. He feels aggrieved and angry and straightway conveys his supposed grievance to the authorities at Washington.

Thereupon, without any seeming allowance for the possibility of the statement being inaccurate or the narrator unfriendly, and with apparently no attempt to investigate the truth of the statement, it is made the basis of strong and unfriendly charges against the Canadian Government. Canada has suffered from such unfounded representations and against the course adopted by the United States' Government in this respect the Minister enters his most earnest protest.

As an additional instance of the manner in which evidence is gathered and used to the prejudice of the Canadian case, the Minister calls attention to a communication submitted to the Senate of the United States by Mr. Edmunds, and which forms printed Document No. 54 of the 49th Congress, 2nd Session. This is the report of Mr. Spencer F. Baird, United States' Fish Commissioner, containing a list, with particulars, of 68 New England Fishing Vessels, which had, as he alleged, "been subjected to treatment which neither the Treaty of 1818, nor the principles of International law would seem to warrant."

The Minister observes that it will appear, from a perusal of this report, that these 68 ~~cases~~ were made up by Mr. Baird's officer from answers of owners, agents or masters of fishing vessels, in response to a circular letter sent to all New England fishing vessels, inviting them to forward statements of any interference with their operations by the Canadian Government.

Not a single statement was investigated by the Commissioner, or any one acting for him, and not a single statement is accompanied by the affidavit of the person making it, or by corroborative evidence of any kind. In most instances, neither date, locality, nor name of Canadian officer is given, and an analysis of many of the cases affords *prima facie* evidence that they embody no real cause for complaint. Yet Mr. Baird and his officer, Mr. Earle, vouched for the correctness and entire reliability of these 68 statements. They were gravely submitted to the Senate as trustworthy evidence of Canadian aggression, and became no doubt powerful factors in influencing Congressional legislation hostile to Canadian and British interests.

The Minister, while inviting attention to, and strongly deprecating such action, as above recited, on the part of the United States, takes occasion, at the same time, to express his entire confidence that the rights of Canada will not thereby be in any degree prejudiced in the eyes of Her Majesty's Government.

The Committee concur in the foregoing report of the Minister of Marine and Fisheries, and they recommend that Your Excellency be moved to transmit a copy of this Minute, if approved, to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,
Clerk, Privy Council, Canada.

[Enclosure No. 2.]

PORT MULGRAVE, N.S., 1st November, 1886.

SIR,—Referring to your letter of the 24th October, I beg to say that on Monday the 30th August, the schooner "Mollie Adams," of Gloucester, Mass., Solomon Jacobs, Master, passed two Customs ports in the Strait of Canso before coming to my port. In fact he sent his boat (dory) with his brother and a Capt. Campbell to me, to see if I would allow him to get seven empty barrels to put water in. I asked the men what they did with their water barrels. They told me that they filled them with mackerel and that their tank leaked. I told the men that I had no power to allow them to purchase barrels, but I would borrow barrels to fill with water if they would caulk the tank. I also gave them a letter to take to my superior, asking him to allow Captain Jacobs to purchase the barrels. They went on board, told their story and the captain anchored his vessel and came ashore to see me. I offered to send a man on board to caulk the tank. In the meantime one of the crew came on shore

and said that the cook had succeeded in tightening the tank, that it held salt water. I then borrowed the seven barrels to fill the water which they did, and I returned the barrels again, and the captain was well pleased, as he appeared so.

If this is not satisfactory I can make oath to the foregoing.

I am, &c.,

(Sd.) DAVID MURRAY, JR.,
Sub-Collector Customs.

JOHN TILTON, Esq.,
Deputy Minister of Fisheries,
Ottawa.

[Enclosure No. 3.]

MALPEQUE, P.E.I., 7th January, 1887.

SIR,—I have the honour to acknowledge the receipt of your letter of the 29th December, covering statement made by Captain Jacobs, and now adjoin statement of facts as personally known by and communicated to me of wreck of "Neskilita," on Malpeque Bar, on Sunday night, 26th September last. Information reached me early on the following morning, and I at once proceeded to the harbour to see what assistance could be given in the case, where I met Captain Thornborne of "Neskilita," and Captain Jacobs in company, and was informed by latter that the crew were on board his vessel and assured that everything that could be done for their comfort had been done. I was also given to understand that during the night the crew had abandoned their schooner and came in the harbour unassisted, in their seine-boat and boarded a Nova Scotia schooner lying in the harbour, and were next morning invited by Captain Jacobs to make his vessel their home. I was also informed by Captain McLaren, commander of the Canadian cruiser "Critic," that he also tendered his assistance and was rather haughtily received by Captain Jacobs, with the information that the crew were aboard his vessel and that he (Captain McLaren) did not think the case demanded him to force his assistance.

With regard to the wrecked material aboard of Capt. Jacobs' vessel, I have only to say that this is the first intimation I have ever heard of such material being aboard his vessel, except the crew's baggage, and that assuredly Captain Jacobs did not so far as I can recollect, make any request of me whatsoever with regard to the landing of wrecked material.

With reference to the saving of material from the wrecked vessel, I would wish to say that I rendered the Captain of the "Neskilita" all necessary assistance in procuring suitable men to do that work (and who were thus employed by him) and although I am aware that Captain Jacobs did accompany the Captain of the "Neskilita" to the wreck, I cannot say in what capacity or under what authority he did so.

So far as the assertion that the crew received the means to take them home from Captain Jacobs is concerned, I know nothing positive, except that he (Captain Jacobs) asked me if the Canadian Government would remunerate him for his attention to the crew, and feeling that I had nothing to do with him, I merely replied that I did not know. But, I may say that shortly after the wreck occurred, the Captain of the "Neskilita" asked me if I could render them (the crew) any assistance in getting home, and I answered that I could not unless I was assured that they themselves were without the means of doing so, and that in any case I would have to telegraph to the Department at Ottawa for instructions. Here the matter stopped, the captain making no further application.

With regard to the delay of ten days said to be occasioned (Captain Jacobs), by reason of the shipwrecked crew, I may say that during the ten or fourteen days following on the said shipwreck, we had an almost continuous period of stormy weather, with the exception of a couple or so of fine days, which were taken advantage of by the fishing fleet, and one at least by Captain Jacobs himself, but by all reports received by me, resulting in little or no catches of mackerel.

These, so far as I can now recall them to memory, are the true facts in the case.

I am, Sir, &c.,

(Sd.) JAMES M. MACNUTT,
Sub-Collector.

JOHN TILTON, Esq.,
Deputy Minister of Fisheries,
Ottawa.

[Enclosure No. 4.]

GEORGETOWN, P.E.I., 6th January, 1887.

DEAR SIR,—Yours of the 29th ultimo to hand. In reference to the first part of the statement made by Captain Jacobs, I would say that he may have been off Malpeque, at the time the wreck occurred, but I do not think he took the crew off, as, so far as I could learn at the time, they came ashore in one of their own seine boats, and went first to a Nova Scotia vessel and afterwards on board the "Mollie Adams."

On the morning after the wreck occurred, I went on board the "Mollie Adams," and was immediately told by Captain Jacobs that he had made all arrangements for the crew, and having secured a team, was going with the Captain of the "Neskilita," to the Custom House to note a protest. As I could see by the conduct of both Captains that I was not wanted, I returned to my own vessel. Afterwards in the course of a conversation with the Captain of the "Neskilita," he informed me that he had sailed out of Gloucester for some time, and in the course of that time with Captain Jacobs.

As to the statement that he could not get a boarding house for his crew, I think it is false, as the crew of one of the American vessels wrecked about the same time had no difficulty in getting the people to board them. Once, while talking with Mr. Macnutt, the Collector of Customs at Malpeque, he mentioned that the Captain of the "Neskilita," had engaged to board at his place, and he expressed his surprise that he was not coming. Both Captain Jacobs and the Captain of the "Neskilita" were committing a fraud in trying to get off with the seine of the wrecked vessel, as it belonged to the underwriters, and I think that it was the prospect of getting Captain Jacobs to get away with the seine, that prevented the Captain of the "Neskilita" from asking me for assistance. However, Captain Jacobs, on finding he could not carry out his fraud, presented a claim of \$10 for the salvage of the seine and gear, which sum was paid him by Mr. Lem. Poole, of Charlottetown, who was acting in behalf of the underwriters. It may be possible that Captain Jacobs stayed at Malpeque after I sailed, but, if so, it was his own fault, as the crew of the "Neskilita" had gone home before them.

It is my opinion that Captain Jacobs need not have lost one hour of time, for during the time the "Neskilita's" crew were on board his vessel, the fleet with the exception of one or two small vessels, was anchored at Malpeque, and unable to put to sea owing to the heavy sea on the bar.

After the occurrence of the wreck, about the 20th September, Captain Jacobs cruised in the North Bay and on the Cape Breton coast, and not until the 24th October, was he reported as passing through Canso bound home.

As to the paying of the crew's passage home, I can say nothing, except that if he did, he did voluntarily, as the Captain of the "Neskilita" could have sent his crew home without his assistance.

Yours respectfully,

(Sd.) WM. McLAREN.

JOHN TILTON, Esq.,
Deputy Minister of Fisheries,
Ottawa.

[Enclosure No. 5.]

CUSTOM HOUSE, PORT MEDWAY, 6th January, 1887.

SIR,—In reply to your letter of the 30th ultimo, enclosing extract of statement made by Capt. S. Jacobs, of the schooner "Mollie Adams," I have to say, that on the 25th October last, Capt. S. Jacobs, of the schooner "Mollie Adams," reported at this office. His report is now before me, in which he swears that he called here for shelter and repairs and for no other purpose. After making his report, and when about leaving the office, Capt. Jacobs asked if I would allow him to purchase a half barrel of flour. I asked him if he was without provisions and he replied that he was not, adding that he had a good supply of all kinds of provisions except flour, and enough of that to last him home, unless he met with some unusual delay. I then told him that under the circumstances I could not give him permission to purchase the flour, but no threat was made about seizing his vessel or imposing any penalty whatever.

The above I am quite willing to substantiate under oath, and can produce a witness to the truth of the statement.

I am, &c.,

(Sd.) E. E. LETSOM,
Collector.

THE DEPUTY MINISTER OF FISHERIES,
Ottawa, Canada.

shore. Further, Captain Tupper, to the best of my knowledge and belief, never intimated to me that he had friends or relatives that he wished to visit in Liverpool, N.S.

Seeing a boat alongside, I went on board and ordered them away. Captain Tupper told me he did not know the visitors, and further, did not wish them on board his vessel.

Further, during the time the "Jennie Seaverns" was in the harbour of Liverpool, N.S., Captain Quigley never was on board her, I boarding her and carrying out his instructions to me.

(Sd.) ALBERT BENNETT,
Late First Officer, Cutter "Terror."

HOPEWELL CAPE, N.B.,
14th January, 1887.

No. 191.

Lord Lansdowne to Sir Henry Holland.

OTTAWA, 2nd April, 1887.

SIR,—I have the honour to enclose herewith a certified copy of a Privy Council Order respecting the case of the United States' schooner, "Mollie Adams," which formed the subject of your predecessor's despatches Nos. 218 and 272 of the 6th October, and 16th December, respectively.

I have to express my regret that it should have proved impossible to supply you with the necessary information bearing upon this case at an earlier date. Some time was, however, taken in collecting the evidence embodied in the reports, copies of which accompany the minute, and the occurrence of the General Elections for the Federal Parliament to some extent interrupted the course of business in the public Departments and increased the delay.

You will find in the report of my Minister of Marine and Fisheries, and in the enclosures appended to it, a full and, I think, satisfactory reply to the whole of the charges made by the Government of the United States against the conduct of the Canadian officials concerned in the matter of the "Mollie Adams."

I would venture to draw your especial attention to the concluding passages of the Minister's Report in which he earnestly deprecates the manner in which in this, as well as in other cases in which disputes have arisen under conditions of a similar character, the Government of the United States has not hesitated to adopt without any enquiry, and to support with the whole weight of its authority, *ex parte* charges entirely unconfirmed by collateral evidence, and unaccompanied by any official attestation.

In view of the fact that owing to the action of the Government of the United States in terminating the Fishery clauses of the Treaty of Washington, a large body of American fishermen have suddenly found themselves excluded from waters to which they had for many years past resorted without molestation, and that the duty of thus excluding them has been thrown upon a newly constituted force of Fishery Police, necessarily without experience of the difficult and delicate duties which it is called upon to perform, there would be no cause for surprise if occasional cases of hardship or of over-zealous action upon the part of the local authorities engaged in protecting the interests of the Dominion were to be brought to light. It is the earnest desire of my Government to guard against the occurrence of any such cases, to deal in a spirit of generosity and forbearance with United States' Fishermen resorting to Canadian waters in the exercise of their lawful rights, and to take effectual measures for preventing arbitrary or uncalled for interference, on the part of its officials, with the privileges allowed to foreign fishermen under the terms of the Convention of 1818.

The difficulty of acting in such spirit must, however, be greatly increased by the course which has been pursued in this and in numerous other cases already

brought to your notice in founding not only the most urgent remonstrances, but the most violent and offensive charges and the most unjust imputation of motives upon complaints such as that put forward by the Captain of the "Mollie Adams," a person so illiterate that he appeared not to have been qualified to make out the ordinary entry papers on his arrival in a Canadian port, but whose statements, many of which bear upon the face of them evidence of their untrustworthiness, appear to have been accepted in *globo* without question by the Secretary of State.

You will, I cannot help thinking, concur in the opinion expressed in the Minister's Report that such hasty and indiscriminate accusations can only have the effect of prejudicing and embittering public feeling in both countries, and of retarding the prospect of a reasonable settlement of the differences which have unfortunately arisen between them upon these subjects.

I have, &c.,

(Sd.)

LANSDOWNE.

The Right Honourable

Sir HENRY HOLLAND,

&c., &c., &c.

[Enclosure No. 1.]

523g.

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Governor General in Council on the 31st March, 1887.

The Committee of the Privy Council have had under consideration a despatch dated 6th October, 1886, from the Right Honourable the Secretary of State for the Colonies, transmitting a copy of a letter from the Foreign Office enclosing copy of a despatch from Her Majesty's Minister at Washington, with a note from the Secretary of State of the United States, calling attention to the alleged refusal of the Collector of Customs at Port Mulgrave, Nova Scotia, to allow the master of the United States' fishing vessel "Mollie Adams," to purchase barrels to hold a supply of water for the return voyage, and also a further despatch dated 16th December, 1886, referring to the same schooner the "Mollie Adams" and her alleged treatment at Malpeque, Prince Edward Island and Port Medway, Nova Scotia, and requesting an early report on the circumstances of this case.

The Minister of Marine and Fisheries to whom the said despatches and enclosures were referred, submits the following report thereon:

Mr. Bayard's note of 10th September calls attention to the alleged refusal of the Collector of Customs at Port Mulgrave, Nova Scotia, to allow the master of the "Mollie Adams" to purchase barrels to hold a supply of water for which the vessel had put into port. The report of the Sub-Collector of Customs at Port Mulgrave, which is hereto annexed, and which he expresses his readiness to verify upon oath, shows that the "Mollie Adams" was fitted out with a water tank, which was reported as leaking, that the Collector offered to borrow barrels for carrying the water on board if the tank were made tight, and even offered to send a man on board to perform this work, that while the Captain of the schooner and he were in conversation, one of the crew brought the information that the cook had succeeded in caulking the tank. That thereupon the Sub-Collector borrowed the seven barrels with which the crew supplied water for their vessel, that the barrels were returned to the Collector, and the Captain appeared well pleased with what had been done. The good-will of the Sub-collector is also shown in his giving the men a letter to his superior officer in explanation of the circumstances, and recommending that the purchase of barrels be allowed, a step which was rendered unnecessary by the arrangements later made.

The Sub-Collector, in answer to his enquiry, as to what had become of the water barrels in use on board the vessel, was informed that they had been filled with mackerel. This answer goes to prove that Mr. Murray was acting strictly within the scope of his duty in ascertaining that the barrels sought to be purchased were not to be used for an illicit purpose.

The Colonial Secretary's despatch No. 272 of the 16th December, 1886, refers to the same schooner the "Mollie Adams" and her alleged treatment at Malpeque, Prince Edward Island, and Port Medway, Nova Scotia.

In this case Mr. Bayard's representations are based solely upon a letter written to him by the Captain of the vessel, under date 12th November, which is unsupported by any other evidence, and upon the strength of which Mr. Bayard proceeds to charge the Canadian authorities with "churlish and inhospitable treatment," and with exhibiting a coldness and rudeness of conduct at variance with the hospitable feelings of common humanity.

The Minister of Marine and Fisheries submits as a complete reply to the allegations contained in Captain Jacobs' letter: (1.) The statement of the Collector of Customs at Malpeque, P.E.I. (2.) The statement of Captain McLaren, of the Canadian cruiser "Critic," and (3.) The report of the Collector of Customs at Port Medway.

The two former officers although giving their reports without concert, agree upon the main points at issue, and the statements of all three are clear, straightforward and reasonable and in marked contrast to the sensational and improbable story related by Captain Jacobs.

Captain Jacobs declares that on or about the 26th September last, during very heavy weather, he fell in with the barque "Neskilita," which had run on a bar at Malpeque Harbour, and became a total wreck. That he took off the crew, 17 in number, at 12 o'clock at night, carried them to his own vessel, fed them for three days, and then gave them \$60 with which to pay their fare home, and provisions to last them on their way. He states that the Captain of the Canadian cruiser "Critic" came on board, was told the circumstances but offered no assistance, and that no one on shore would take the wrecked men unless he became responsible for the payment of their board.

The Collector at Malpeque, in his report says, that early on the morning after the wreck, so soon as the news reached him, he repaired to the harbour to see what assistance could be given, that he there met the Captain of the "Neskilita" in company with Captain Jacobs, and was told by the latter that the crew of the wrecked vessel were comfortably cared for on his vessel, and that nothing more could be done.

Captain McLaren, of the "Critic," says that he at once visited the "Mollie Adams," and was told by Captain Jacobs that "he had made all arrangements for the crew."

The Collector and Captain McLaren agree in stating from information gathered by them, that the crew of the wrecked vessel came to shore in their own boat, unassisted, and after boarding a Nova Scotia vessel, were invited by Captain Jacobs, with whom the Captain of the "Neskilita" had before time sailed out of Gloucester to go on board the "Mollie Adams."

The Collector was asked by the Captain of the "Neskilita" if he could assist himself and crew to their homes, and answered that he could not unless assured that they were themselves without means for that purpose, in which case he would have to telegraph to Ottawa for instructions. The Captain of the "Neskilita" made no further application.

The Minister observes that it is the practice of the Dominion Government to assist shipwrecked and destitute sailors in certain cases of great hardship to their destination or homes, but in all cases it must be clear that they are destitute, and the application for assistance must be made to Ottawa through the Collector of Customs. Had such an application been made by the Captain of the "Neskilita" it would have received due consideration.

In answer to the charge that board could not be obtained for the wrecked crew, it is stated by Captain McLaren that the crew of a United States' vessel wrecked about the same time found no difficulty in getting board, and that the Captain of the "Neskilita" had himself arranged to board with the Collector, who expressed surprise at his failing to come.

Captain Jacobs complains that he was not allowed to land from his vessel the material saved from the wreck. To this charge the Collector replies that he received no intimation of any wrecked material, except the crew's luggage, being on board the "Mollie Adams," and that Captain Jacobs made no request to him regarding the landing of wrecked material, and that he (the Collector) gave all assistance in his power to the Captain of the "Neskilita" in saving material from the wreck.

It was subsequently discovered that Captain Jacobs had on board the "Mollie Adams" a seine from the wrecked vessel belonging to the underwriters, for taking care of which, when obliged to take it up, Captain Jacobs claimed and was paid the sum of ten dollars.

Captain Jacobs states that he was put to a loss of ten days' fishing by his detention with the "Neskilita". The reports of both the Collector and Captain McLaren agree in giving a very different and sufficient reason, viz.,—very bad weather and consequent inability to fish, a disability experienced by the whole fishing fleet at that time anchored in Malpeque.

The second complaint of Mr. Bayard is that when Captain Jacobs, experiencing a dearth of provisions as a consequence of his charitable action, shortly after put into Port Medway and asked to purchase half a barrel of flour and enough provisions to take him home, the Collector, "with full knowledge of all the circumstances," refused the request and threatened him with seizure if he bought anything whatever.

The Collector's report, hereto annexed, shows that Captain Jacobs entered his port on the 25th of October, fully one month after the occurrence at Malpeque, that in entering he made affirmation that he called for shelter and repairs and for no "other purpose whatever." That just before leaving he asked permission to purchase half a barrel of flour, and when asked by the Collector if he was without provisions, he replied that he was not, adding that he had "a good supply of all kinds of provisions except flour, and enough of that to last him home unless he met some unusual delay."

Under these circumstances the Collector did not give the permission asked, but he made no threat of seizure of vessel or imposition of a penalty.

Mr. Bayard supports the complaint of Captain Jacobs that he was charged fees for entering his vessel at Canadian Customs, and that these fees varied at different ports; being for instance 15 cents at Souris, P.E.I., 50 cents at Port Mulgrave, and 50 cents at Port Hood, at which latter port Captain Jacobs sent his brother to enter for him, but was informed that his entry was illegal, and that he, as master, must himself enter his vessel.

He complains of being obliged to pay twice, once for his brother's entry and once for his own.

The Minister states, with regard to this that no Collector of Customs in Canada is authorized to charge a fee for entering or clearing a vessel, nor for any papers necessary to do this. Sailing masters however, who are unused to the law or not competent to make out their papers, are in the habit of employing persons as Customs brokers to make out their papers for them, and for this service these brokers charge a small fee. These are not Government officers nor under Government control, and their services are voluntarily paid for by those who employ them. The small fees of which Captain Jacobs complains need not have been paid by him if he had been willing or qualified to make out his own papers. That he was not so willing or qualified, and that he employed a broker to make out his papers is conclusively shown by the following telegram received from the Collector at Port Hood, the charges at which port Mr. Secretary Bayard so vigorously denounces.

COPIES OF TELEGRAMS.

Deputy Minister of Fisheries to Collector, Port Hood, N.S.

OTTAWA, 16th March, 1887.

"Did you during last season exact from Captain Solomon Jacobs, of schooner 'Mollie Adams' any charge for reporting or other service at Port Hood? If so, please state amount received and for what."

Collector, Port Hood, to Deputy Minister of Fisheries.

PORT HOOD, N. S., 16th March, 1887.

"Solomon Jacobs, of schooner 'Mollie Adams,' sent one of his crew to report 13th September last. He made report. I told him, however, that the report should be made by the master. A few hours afterwards Jacobs himself came and reported, They got Dan. McLennan, who is now in Halifax, to write out the reports. I believe he charged them 25 cents each for brokerage. No other charges whatever were made."

The Minister states that he has no doubt that the other payments at Customs ports alluded to by Mr. Bayard were made for services rendered Captain Jacobs by persons making out his entry papers, and which he does not appear to have been qualified to do so himself.

With reference to Mr. Bayard's reiteration of Captain Jacob's complaint that in different harbours he was obliged to pay a different scale of dues, the Minister of Marine submits that in Canada there are distinct classes of harbours; some are under the control of a Commission appointed wholly or in part by the Government, under whose management improvements are made, and which regulates, subject to the approval of the Government, the harbour dues which are to be paid by all vessels entering such ports and enjoying the advantage therein provided.

Others are natural harbours, in great part unimproved, whose limits are generally defined by Order in Council, and for which a Harbour Master is appointed by Government, to whom all vessels entering pay certain nominal Harbour Master's fees, which are regulated by a general Act of Parliament, and which constitute a fund out of which the Harbour Master is paid a small salary for his services in maintaining order within the harbour. The Port of St. John, N. B., is entirely under municipal control, and has its own stated and uniform scale of charges.

Harbour dues are paid whenever a vessel enters a port which is under Commission, and Harbour Master's fees are paid only twice per calendar year by vessels entering ports not under a Commission. Sydney belongs to the first class, and at that port Captain Jacobs paid the legal harbour dues. Malpeque and Port Mulgrave belong to the second class, and in these Captain Jacobs paid the legal Harbour Master's fees, which for a vessel like his, of from 100 to 200 tons, is \$1.50. That he paid only \$1.00 in Malpeque is due to an error of the Harbour Master, who should have charged him \$1.50, and by this error Captain Jacobs saved fifty cents, of which he should not complain. For full information as to the legal status of Canadian Harbours, Mr. Bayard is respectfully referred to the Canadian Statutes, 36 Vic., cap. 63; 42 Vic., cap. 30, and 38 Vic., cap. 30.

The Minister of Marine and Fisheries believes that after a thorough perusal of these, Mr. Bayard will not cite the payments made by Captain Jacobs as evidences of the "irresponsible and different treatment to which he was subjected in the several ports he visited, the only common feature of which seems to have been a surly hostility."

The Minister submits that from a careful consideration of all the circumstances, he cannot resist the conviction that in this whole transaction Captain Jacobs was more concerned in making up a case against the Canadian authorities than in unobtrusively performing any necessary acts of hospitality, and that his version of the matter, as sent to Mr. Bayard, is utterly unreliable.

The "Neskilita" was wrecked off a Canadian harbour; the crew, it is stated, came ashore in their own boat and unassisted. A Canadian Collector was at hand offering his services, and within easy appeal to the Government, and the Captain of a Canadian cruiser was in port, yet Captain Jacobs would appear, by his own story, to have taken complete charge of the Captain, to have ignored all proffers of assistance, and to have constituted himself the sole guardian and spokesman of the wrecked crew, to have been in short the one sole man actuated by kindly, humane feelings, among a horde of cruel and unsympathetic Canadians.

For any exercise of good will and assistance to Canadian seamen in distress, by either foreign or native vessels, the Canadian Government cannot but feel deeply grateful, and stands ready, as has been its invariable custom, to recognize suitably and reward such services, and when Captain Jacobs performs any necessary act of charitable help towards Canadian seamen in distress, without the obvious aim of manufacturing an international grievance therefrom, he will not prove an exception to Canada's generous treatment.

The Minister observes that in a despatch to the Governor General, dated 27th December, 1886, and in reference to this same case, Mr. Stanhope writes:—"With reference to my Despatch No. 272 of the 16th instant, relating to the case of the United States' fishing vessel "Mollie Adams," and referring to the general complaints made on the part of the United States' Government of the treatment of American fishing vessels in Canadian ports, I think it right to observe that whilst Her Majesty's Government do not assume the correctness of any allegations without first having obtained the explanations of the Dominion Government, they rely confidently upon your Ministers taking every care that Her Majesty's Government are not placed in a position of being obliged to defend any acts of questionable justice or propriety."

The Minister while thanking Her Majesty's Government for the assurance conveyed that it will not "assure the correctness of any allegations without having obtained the explanations of the Dominion Government" and whilst assuring Her Majesty's Government that every possible care has been and will be taken that no "acts of questionable justice or propriety" are committed by the officers of the Dominion Government, cannot refrain from calling attention to the loose, unreliable and unsatisfactory nature of much of the information supplied to the United States' Government, and upon which very grave charges are made and very strong language officially used against the Canadian authorities. For instance, as stated in a previous part of this report, the strong representations made by Mr. Bayard in the case of the "Mollie Adams" are based solely upon a letter written by Captain Jacobs not even accompanied by an official attestation and not supported by a tittle of corroborative evidence.

It does not appear that any attempt was made to investigate the truth of this story unreasonable and improbable as it must have appeared, as the letter written by Captain Jacobs bears date 12th November, while Mr. Bayard's note based thereupon is dated 1st December. It would seem only fitting that, in so grave a matter, involving alike the good name of a friendly country, and the continued subsistence of previous amicable relations, great care should have been taken to avoid the use of such strong and even hostile language, based upon the unsupported statements of an interested skipper, and one whose reputation for straightforward conduct does not appear to be above reproach; if credence is to be given to the attached description taken from the Boston *Advertiser*, of a transaction said to have occurred in his native city, and in which Captain Jacobs appears to have played no enviable part.

Numerous other instances of like flimsy and unreliable foundations for charges made against the Canadian authorities in regard to their treatment of United States' fishing vessels cannot have failed to attract the attention of Her Majesty's Government in the despatches which from time to time have reached it from the United States.

The Master of a United States' fishing vessel, imperfectly understanding the provisions of the Convention of 1818, the requirements of the Canadian Customs laws, or the regulations of Canadian ports, having perhaps an exaggerated idea of his supposed rights, or it may be, desirous of evading all restrictions, is brought to book by officers of the law. He feels aggrieved and angry and straightway conveys his supposed grievance to the authorities at Washington.

Thereupon, without any seeming allowance for the possibility of the statement being inaccurate or the narrator unfriendly, and with apparently no attempt to investigate the truth of the statement, it is made the basis of strong and unfriendly charges against the Canadian Government. Canada has suffered from such unfounded representations and against the course adopted by the United States' Government in this respect the Minister enters his most earnest protest.

As an additional instance of the manner in which evidence is gathered and used to the prejudice of the Canadian case, the Minister calls attention to a communication submitted to the Senate of the United States by Mr. Edmunds, and which forms printed Document No. 54

*Vide Printed
Senate Document
referred
to.*

of the 49th Congress, 2nd Session. This is the report of Mr. Spencer F. Baird, United States' Fish Commissioner, containing a list, with particulars, of 68 New England Fishing Vessels, which had, as he alleged, "been subjected to treatment which neither the Treaty of 1818, nor the principles of International law would seem to warrant."

The Minister observes that it will appear, from a perusal of this report, that these 68 cases were made up by Mr. Baird's officer from answers of owners, agents or masters of fishing vessels, in response to a circular-letter sent to all New England fishing vessels, inviting them to forward statements of any interference with their operations by the Canadian Government.

Not a single statement was investigated by the Commissioner, or any one acting for him, and not a single statement is accompanied by the affidavit of the person making it, or by corroborative evidence of any kind. In most instances, neither date, locality, nor name of Canadian officer is given, and an analysis of many of the cases affords *prima facie* evidence that they embody no real cause for complaint. Yet Mr. Baird and his officer, Mr. Earle, vouched for the correctness and entire reliability of these 68 statements. They were gravely submitted to the Senate as trustworthy evidence of Canadian aggression, and became no doubt powerful factors in influencing Congressional legislation hostile to Canadian and British interests.

The Minister, while inviting attention to, and strongly deprecating such action, as above recited, on the part of the United States, takes occasion, at the same time, to express his entire confidence that the rights of Canada will not thereby be in any degree prejudiced in the eyes of Her Majesty's Government.

The Committee concur in the foregoing report of the Minister of Marine and Fisheries, and they recommend that Your Excellency be moved to transmit a copy of this Minute, if approved, to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for Your Excellency's approval.

(Sd.) JOHN J. MCGEE,
Clerk, Privy Council, Canada.

[Enclosure No. 2.]

PORT MULGRAVE, N.S., 1st November, 1886.

SIR,—Referring to your letter of the 24th October, I beg to say that on Monday the 30th August, the schooner "Mollie Adams," of Gloucester, Mass., Solomon Jacobs, Master, passed two Customs ports in the Strait of Canso before coming to my port. In fact he sent his boat (dory) with his brother and a Capt. Campbell to me, to see if I would allow him to get seven empty barrels to put water in. I asked the men what they did with their water barrels. They told me that they filled them with mackerel and that their tank leaked. I told the men that I had no power to allow them to purchase barrels, but I would borrow barrels to fill with water if they would caulk the tank. I also gave them a letter to take to my superior, asking him to allow Captain Jacobs to purchase the barrels. They went on board, told their story and the captain anchored his vessel and came ashore to see me. I offered to send a man on board to caulk the tank. In the meantime one of the crew came on shore

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and said that the cook had succeeded in tightening the tank, that it held salt water. I then borrowed the seven barrels to fill the water which they did, and I returned the barrels again, and the captain was well pleased, as he appeared so.

If this is not satisfactory I can make oath to the foregoing.

I am, &c.,

(Sd.) DAVID MURRAY, Jr.,
Sub-Collector Customs.

JOHN TILTON, Esq.,
Deputy Minister of Fisheries,
Ottawa.

[Enclosure No. 3.]

MALPEQUE, P.E.I., 7th January, 1887.

SIR,—I have the honour to acknowledge the receipt of your letter of the 29th December, covering statement made by Captain Jacobs, and now adjoin statement of facts as personally known by and communicated to me of wreck of "Neskilita," on Malpeque Bar, on Sunday night, 26th September last. Information reached me early on the following morning, and I at once proceeded to the harbour to see what assistance could be given in the case, where I met Captain Thornborne of "Neskilita," and Captain Jacobs in company, and was informed by latter that the crew were on board his vessel and assured that everything that could be done for their comfort had been done. I was also given to understand that during the night the crew had abandoned their schooner and came in the harbour unassisted, in their seine-boat and boarded a Nova Scotia schooner lying in the harbour, and were next morning invited by Captain Jacobs to make his vessel their home. I was also informed by Captain McLaren, commander of the Canadian cruiser "Critio," that he also tendered his assistance and was rather haughtily received by Captain Jacobs, with the information that the crew were aboard his vessel and that he (Captain McLaren) did not think the case demanded him to force his assistance.

With regard to the wrecked material aboard of Capt. Jacobs' vessel, I have only to say that this is the first intimation I have ever heard of such material being aboard his vessel, except the crew's baggage, and that assuredly Captain Jacobs did not so far as I can recollect, make any request of me whatsoever with regard to the landing of wrecked material.

With reference to the saving of material from the wrecked vessel, I would wish to say that I rendered the Captain of the "Neskilita" all necessary assistance in procuring suitable men to do that work (and who were thus employed by him) and although I am aware that Captain Jacobs did accompany the Captain of the "Neskilita" to the wreck, I cannot say in what capacity or under what authority he did so.

So far as the assertion that the crew received the means to take them home from Captain Jacobs is concerned, I know nothing positive, except that he (Captain Jacobs) asked me if the Canadian Government would remunerate him for his attention to the crew, and feeling that I had nothing to do with him, I merely replied that I did not know. But, I may say that shortly after the wreck occurred, the Captain of the "Neskilita" asked me if I could render them (the crew) any assistance in getting home, and I answered that I could not unless I was assured that they themselves were without the means of doing so, and that in any case I would have to telegraph to the Department at Ottawa for instructions. Here the matter stopped, the captain making no further application.

With regard to the delay of ten days said to be occasioned (Captain Jacobs), by reason of the shipwrecked crew, I may say that during the ten or fourteen days following on the said shipwreck, we had an almost continuous period of stormy weather, with the exception of a couple or so of fine days, which were taken advantage of by the fishing fleet, and one at least by Captain Jacobs himself, but by all reports received by me, resulting in little or no catches of mackerel.

These, so far as I can now recall them to memory, are the true facts in the case.

I am, Sir, &c.,

(Sd.) JAMES M. MACNUTT,
Sub-Collector.

JOHN TILTON, Esq.,
Deputy Minister of Fisheries,
Ottawa.

[Enclosure No. 4.]

GEORGETOWN, P.E.I., 6th January, 1887.

DEAR SIR,—Yours of the 29th ultimo to hand. In reference to the first part of the statement made by Captain Jacobs, I would say that he may have been off Malpeque, at the time the wreck occurred, but I do not think he took the crew off, as, so far as I could learn at the time, they came ashore in one of their own seine boats, and went first to a Nova Scotia vessel and afterwards on board the "Mollie Adams."

On the morning after the wreck occurred, I went on board the "Mollie Adams," and was immediately told by Captain Jacobs that he had made all arrangements for the crew, and having secured a team, was going with the Captain of the "Neskilita," to the Custom House to note a protest. As I could see by the conduct of both Captains that I was not wanted, I returned to my own vessel. Afterwards in the course of a conversation with the Captain of the "Neskilita," he informed me that he had sailed out of Gloucester for some time, and in the course of that time with Captain Jacobs.

As to the statement that he could not get a boarding house for his crew, I think it is false, as the crew of one of the American vessels wrecked about the same time had no difficulty in getting the people to board them. Once, while talking with Mr. Macnutt, the Collector of Customs at Malpeque, he mentioned that the Captain of the "Neskilita," had engaged to board at his place, and he expressed his surprise that he was not coming. Both Captain Jacobs and the Captain of the "Neskilita" were committing a fraud in trying to get off with the seine of the wrecked vessel, as it belonged to the underwriters, and I think that it was the prospect of getting Captain Jacobs to get away with the seine, that prevented the Captain of the "Neskilita" from asking me for assistance. However, Captain Jacobs, on finding he could not carry out his fraud, presented a claim of \$10 for the salvage of the seine and gear, which sum was paid him by Mr. Lem. Poole, of Charlottetown, who was acting in behalf of the underwriters. It may be possible that Captain Jacobs stayed at Malpeque after I sailed, but, if so, it was his own fault, as the crew of the "Neskilita" had gone home before them.

It is my opinion that Captain Jacobs need not have lost one hour of time, for during the time the "Neskilita's" crew were on board his vessel, the fleet with the exception of one or two small vessels, was anchored at Malpeque, and unable to put to sea owing to the heavy sea on the bar.

After the occurrence of the wreck, about the 20th September, Captain Jacobs cruised in the North Bay and on the Cape Breton coast, and not until the 24th October, was he reported as passing through Canso bound home.

As to the paying of the crew's passage home, I can say nothing, except that if he did, he did voluntarily, as the Captain of the "Neskilita" could have sent his crew home without his assistance.

Yours respectfully,

(Sd.) WM. McLAREN.

JOHN TILTON, Esq.,
Deputy Minister of Fisheries,
Ottawa.

[Enclosure No. 5.]

CUSTOM HOUSE, PORT MEDWAY, 6th January, 1887.

SIR,—In reply to your letter of the 30th ultimo, enclosing extract of statement made by Capt. S. Jacobs, of the schooner "Mollie Adams," I have to say, that on the 25th October last, Capt. S. Jacobs, of the schooner "Mollie Adams," reported at this office. His report is now before me, in which he swears that he called here for shelter and repairs and for no other purpose. After making his report, and when about leaving the office, Capt. Jacobs asked if I would allow him to purchase a half barrel of flour. I asked him if he was without provisions and he replied that he was not, adding that he had a good supply of all kinds of provisions except flour, and enough of that to last him home, unless he met with some unusual delay. I then told him that under the circumstances I could not give him permission to purchase the flour, but no threat was made about seizing his vessel or imposing any penalty whatever.

The above I am quite willing to substantiate under oath, and can produce a witness to the truth of the statement.

I am, &c.,

(Sd.) E. E. LETSOM,
Collector.

THE DEPUTY MINISTER OF FISHERIES,
Ottawa, Canada.

[Enclosure No. 6.]

From the Boston, United States, "Advertiser" of 19th November, 1886.

GLOUCESTER POLITICS.

An appearance of Ballot Stuffing—George Morse Nominated for Mayor.

GLOUCESTER, Nov. 13th.—At a citizens mass meeting held here this evening, Lawyer Taft, chairman, to nominate a mayor, a committee consisting of J. J. Whalen, Albert P. Babson, Captain Solomon Jacobs, J. N. Dennison and Edwin L. Lane was appointed to count ballots. After much wrangling one informal and three formal ballots were taken, when Mr. Dennison made a minority report, accusing Captain Solomon Jacobs of stuffing the ballot box. William T. Merchant counted the ballots while being cast, making 264, but the committee reported 312 cast, which tended to show that Jacobs had put in 48 illegally.

Much excitement prevailed, and a motion was made that he be dismissed from the committee. The chairman called for Jacobs to come forward and explain his action, but it was found that he had disappeared. He was in favour of David J. Robinson as candidate for mayor, but went over to William A. Pew, Jr.

Another ballot was taken and Dr. George Morse received the nomination.

No. 192.

Sir H. Holland to Lord Lansdowne.

(No. 73.)

DOWNING STREET, 7th April, 1887.

MY LORD,—I have the honour to transmit to you, for the information of your Government, with reference to previous correspondence, copy of a despatch from Her Majesty's Minister at Washington, forwarding a précis of the debate in the United States' House of Representatives on the Retaliatory Bill.

I have, &c.,

(Sd.) H. T. HOLLAND.

Governor General

The Most Honourable,

THE MARQUIS OF LANSDOWNE,

&c., &c., &c.

[Enclosure No. 1.]

Sir L. West to the Marquis of Salisbury.

(Treaty No. 28.)

WASHINGTON, 24th February, 1887.

Vide Congressional Record, 23rd February, 1887. MY LORD,—I have the honour to enclose to Your Lordship herewith copies of the Retaliatory Bill as passed by the House of Representatives yesterday by a vote of 252 to 1.

This Bill is a substitute for the Senate Bill, and authorizes the stopping of cars carrying goods in transit, provided for under Article XXIX of the Treaty of 1871. This clause, it was objected, would be in violation of the Treaty, and was an invasion unworthy of a civilized country.

The Senate Bill, on the contrary, was retortion—it was retaliation in kind—always the most efficient. The House, however, refused to adopt the argument and adhered to the Substitute Bill which was unanimously carried.

I have the honour to enclose a *pécis* which I have made of the debate.

I am, &c.,

(Sd.) L. S. SACKVILLE WEST.

[Enclosure 1 in No. 1.]

Extract from the "Congressional Record" of 25th February, 1887. (See "Congressional Record" of that date.)

No. 193.

Lord Lansdowne to Sir Henry Holland.

(No. 112.) CANADA, GOVERNMENT HOUSE,
OTTAWA, 12th April, 1887.

SIR,—I caused to be referred for the consideration of my Government a copy No. 181. of your despatch, No 42, of the 23rd of February last, transmitting copy of a letter from the Foreign Office, with its enclosures, respecting the case of the "Sarah H. Prior," and requesting to be furnished with a report upon the alleged conduct of the Captain of the Canadian revenue cutter "Critic" on the occasion referred to, and I have now the honour to forward to you herewith a certified copy of an approved Report of a Committee of the Privy Council embodying a statement of Captain McLaren of the "Critic" with reference to the circumstances complained of.

I have, &c.

(Sd.) LANSDOWNE.

To Right Honourable,
SIR HENRY HOLLAND, BART.,
&c., &c., &c.

[Enclosure No. 1.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council for Canada, approved by His Excellency the Governor General in Council on the 7th April, 1887.

The Committee of the Privy Council have had under consideration a despatch dated 23rd February, 1887, from the Right Honourable the Secretary of State for the Colonies asking that an investigation be made into the conduct of the Captain of the Canadian cruiser "Critic" as regards the treatment extended to Captain McLauchlan, of the United States' fishing schooner "Sarah H. Prior" in the harbour of Malpeque, Prince Edward Island, in September last.

The Minister of Marine and Fisheries, to whom the despatch was referred, submits the following statement of Captain McLaren, of the "Critic," with reference to the circumstance complained of.

On or about the 14th September, 1886, Captain McLauchlan, of the "Sarah H. Prior," came on board the Government cruiser "Critic," at Malpeque, Prince Edward Island, wanting to know if he would be infringing on the laws by paying the captain of the schooner "John Ingalls" a small sum of money for the recovery of a seine which he said he had lost a few days before, and which had been picked up by the said captain.

I told him that I would not interfere with him if the captain of the "Ingalls" chose to run the risk of taking the matter in his own hands, but that the proper course would be for the captain of the "John Ingalls" to report the matter to the Collector of Customs, who was also Receiver of Wrecks, and then if he (Captain McLauchlan) could prove that the seine was his, he could recover it by paying the costs. Captain McLauchlan then said, that as the seine was all torn to pieces he would not bother himself about it.

The captain of the "John Ingalls" did not come to see me about the matter, and I heard nothing of it afterwards.

(Sd.) W. McLAREN.

The Committee respectfully advise that Your Excellency be moved to forward the foregoing statement of Captain McLaren to the Right Honourable the Secretary of State for the Colonies in answer to his despatch of the 23rd February last.

(Sd.) JOHN J. MCGEE,
Clerk, Privy Council, Canada.

No. 194.

Sir H. Holland to Lord Lansdowne.

(No. 78.)

DOWNING STREET, 14th April, 1887.

MR LORD,—With reference to previous correspondence, I have the honour to transmit to you, for the information of Your Lordship's Government, a copy of the reply which the Marquis of Salisbury has made to Mr. Phelps' note of the 3rd of December last, on the subject of the proposed *ad interim* arrangement relative to the North American Fisheries.

Vide Enclosure No. 1 of No. 170.

I have, &c.,

(Sd.) H. T. HOLLAND.

Governor General,
The Most Honourable
The MARQUIS OF LANSDOWNE,
&c., &c., &c.

[Enclosure No. 1.]

The Marquis of Salisbury to Mr. White.

FOREIGN OFFICE, 24th March, 1887.

SIR,—In a note of the 3rd December last, addressed to my predecessor, Mr. Phelps was good enough to transmit a copy of a despatch from Mr. Bayard, dated the 15th of the preceding month, together with an outline of a proposed *ad interim* arrangement "for the settlement of all questions in dispute in relation to the fisheries in the North-Eastern Coast of British North America."

Her Majesty's Government have given their most careful consideration to that communication, and it has also received the fullest examination at the hands of the Canadian Government, who entirely share the satisfaction felt by Her Majesty's Government

at any indication on the part of that of the United States of a disposition to make arrangements which might tend to put the affairs of the two countries on a basis more free from controversy and misunderstanding than unfortunately exists at present. The Canadian Government, however, deprecate several passages in Mr. Bayard's despatch, which attribute unfriendly motives to their proceedings, and in which the character and scope of the measures they have taken to enforce the terms of the Convention of 1818 are, as they believe, entirely misapprehended.

They insist that nothing has been done on the part of the Canadian authorities since the termination of the Treaty of Washington in any such spirit as that which Mr. Bayard condemns, and that all that has been done with a view to the protection of the Canadian fisheries, has been simply for the purpose of guarding the rights guaranteed to the people of Canada by the Convention of 1818, and of enforcing the Statutes of Great Britain and of Canada in relation to the fisheries. They maintain that such Statutes are clearly within the powers of the respective Parliaments by which they were passed, and are in conformity with the Convention of 1818, especially in view of the passage of the Convention which provides that the American fishermen shall be under such restrictions as shall be necessary to prevent them from abusing the privileges thereby reserved to them.

There is a passage in Mr. Bayard's despatch to which they have particularly called the attention of Her Majesty's Government. It is the following :

"The numerous seizures made have been of vessels quietly at anchor in established ports of entry, under charges which up to this day have not been particularized sufficiently to allow of intelligent defence ; not one has been condemned after trial and hearing, but many have been fined, without hearing or judgment, for technical violation of alleged Commercial Regulations, although all commercial privileges have been simultaneously denied to them."

In relation to this paragraph the Canadian Government observe that the seizures of which Mr. Bayard complains have been made upon grounds which have been distinctly and unequivocally stated in every case ; that, although the nature of the charges has been invariably specified and duly announced, those charges have not in any case been answered ; that ample opportunity has in every case been afforded for a defence to be submitted to the Executive authorities, but that no defence has been offered beyond the mere denial of the right of the Canadian Government : that the Courts of the various Provinces have been open to the parties said to be aggrieved, but that not one of them has resorted to those Courts for redress. To this it is added that the illegal acts which are characterized by Mr. Bayard as "technical violations of alleged Commercial Regulations," involved breaches, in most of the cases not denied by the persons who had committed them, of established Commercial Regulations, which, far from being specially directed or enforced against citizens of the United States, are obligatory upon all vessels (including those of Canada herself) which resort to the harbours of the British North American coast.

I have thought it right, in justice to the Canadian Government, to embody in this note almost in their own terms their refutation of the charges brought against them by Mr. Bayard ; but I would prefer not to dwell on this part of the controversy, but to proceed at once to the consideration of the six articles of Mr. Bayard's memorandum in which the proposals of your Government are embodied.

Mr. Bayard states that he is "encouraged in the expectation that the propositions embodied in the memorandum will be acceptable to Her Majesty's Government, because in the month of April, 1866, Mr. Seward, then Secretary of State, sent forward to Mr. Adams, at that time United States' Minister in London, the draft of a Protocol which, in substance, coincides with the 1st Article of the proposals now submitted."

Article 1 of the memorandum, no doubt to some extent, resembles the draft Protocol submitted in 1866, by Mr. Adams to Lord Clarendon (of which I enclose a copy for convenience of reference), but it contains some important departures from its terms.

Nevertheless, the article comprises the elements of a possible accord, and if it stood alone, I have little doubt that it might be so modelled, with the concurrence of your Government, as to present an acceptable basis of negotiation to both parties. But, unfortunately, it is followed by other articles, which, in the view of Her Majesty's Government and that of Canada, would give rise to endless and unprofitable discussion, and which, if retained, would be fatal to the prospect of any satisfactory arrangement, inasmuch as they appear, as a whole, to be based on the assumption that upon the most important points in the controversy the views entertained by Her Majesty's Government and that of Canada are wrong, and those of the United States' Government are right, and to imply an admission by Her Majesty's Government and that of Canada that such assumption is well founded.

I should extend the present note to an undue length were I to attempt to discuss in it each of the articles of Mr. Bayard's memorandum, and to explain the grounds on which Her Majesty's Government feel compelled to take exception to them. I have, therefore, thought

it more convenient to do so in the form of a counter-memorandum which I have the honour to enclose, and in which will be found in parallel columns, the articles of Mr. Bayard's memorandum and the observations of Her Majesty's Government thereon.

Although as you will perceive on a perusal of those observations, the proposal of your Government as it now stands is not one which could be accepted by Her Majesty's Government, still Her Majesty's Government are glad to think that the fact of such a proposal having been made affords an opportunity which, up to the present time, had not been offered for an amicable comparison of the views entertained by the respective Governments.

The main principle of that Proposal is that a mixed commission should be appointed for the purpose of determining the limits of those territorial waters within which, subject to the stipulations of the Convention of 1818, the exclusive right of fishing belongs to Great Britain.

Her Majesty's Government cordially agree with your Government in believing that a determination of these limits would, whatever may be the future commercial relations between Canada and the United States either in respect of the fishing industry or in regard to the interchange of other commodities, be extremely desirable and they will be found ready to co-operate with your Government in effecting such settlement.

They are of opinion that Mr. Bayard was justified in reverting to the precedent afforded by the negotiations which took place upon this subject between Great Britain and the United States after the expiration of the Reciprocity Treaty of 1854, and they concur with him in believing that the draft Protocol communicated by Mr. Adams in 1866 to the Earl of Clarendon affords a valuable indication of the lines upon which a negotiation directed to the same points might now be allowed to proceed.

Mr. Bayard has himself pointed out that its concluding paragraph, to which Lord Clarendon emphatically objected, is not contained in the 1st Article of the memorandum now forwarded by him; but he appears to have lost sight of the fact that the remaining Articles of that memorandum contain stipulations not less open to objection, and calculated to affect even more disadvantageously the permanent interests of the Dominion in the fisheries adjacent to its coasts.

There can be no objection on the part of Her Majesty's Government to the appointment of a mixed Commission, whose duty it would be to consider and report upon the matters referred to in the three first Articles of the draft Protocol communicated to the Earl of Clarendon by Mr. Adams in 1866.

Should a Commission instructed to deal with these subjects be appointed at an early date, the result of its investigations might be reported to the Governments affected without much loss of time. Pending the termination of the questions which it would discuss, it would be indispensable that United States' fishing vessels entering Canadian bays and harbours should govern themselves not only according to the terms of the Convention of 1818, but by the Regulations to which they, in common with other vessels, are subject while within such waters.

Her Majesty's Government, however, have no doubt that every effort will be made to enforce those regulations in such a manner as to cause the smallest amount of inconvenience to fishing vessels entering Canadian ports under stress of weather, or for any other legitimate purpose.

But there is another course which Her Majesty's Government are inclined to propose, and which, in their opinion, would afford a temporary solution of the controversy equally creditable to both parties.

Her Majesty's Government have never been informed of the reasons which induced the Government of the United States to denounce the Fishery Articles of the Treaty of Washington, but they have understood that the adoption of that course was in a great degree the result of a feeling of disappointment at the Halifax Award, under which the United States were called upon to pay the sum of £1,100,000, being the estimated value of the benefits which would accrue to them, in excess of those which would be derived by Canada and Newfoundland from the operation of the Fishery Articles of the Treaty.

Her Majesty's Government and the Government of Canada, in proof of their earnest desire to treat the question in a spirit of liberality and friendship, are now willing to revert for the coming fishing season, and, if necessary, for a further term, to the condition of things existing under the Treaty of Washington, without any suggestion of pecuniary indemnity.

This is a proposal which, I trust, will commend itself to your Government as being based on that spirit of generosity and good-will which should animate two great and kindred nations, whose common origin, language, and institutions constitute as many bonds of amity and concord.

I have, &c.,

(Sd.) SALISBURY.

[Enclosure No. 2.]

DRAFT PROTOCOL communicated by Mr. Adams to the Earl of Clarendon, in 1866.

Whereas in the 1st Article of the Convention between the United States and Great Britain, concluded and signed in London on the 26th October, 1818, it was declared that—

“The United States hereby renounce, forever, any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry or cure fish on or within three marine miles of any of the coasts, bays, creeks, or harbours of His Britannic Majesty’s Dominions in America, not included within certain limits heretofore mentioned.”

And whereas differences have arisen in regard to the extent of the above-mentioned renunciation, the Government of the United States and Her Majesty the Queen of Great Britain, being equally desirous of avoiding further misunderstanding, have agreed to appoint, and do hereby authorize the appointment, of a mixed Commission for the following purposes, namely:—

1. To agree upon and define, by a series of lines, the limits which shall separate the exclusive from the common right of fishery, on the coasts and in the seas adjacent, of the British North American Colonies, in conformity with the 1st Article of the Convention of 1818. The said lines to be regularly numbered, duly described, and also clearly marked on charts prepared, in duplicate, for the purpose.

2. To agree upon and establish such regulations as may be necessary and proper to secure to the fishermen of the United States the privilege of entering bays and harbours for the purpose of shelter; and of repairing damages therein, of purchasing wood, and of obtaining water; and to agree upon and establish such restrictions as may be necessary to prevent the abuse of the privilege reserved by said Convention to fishermen of the United States.

3. To agree upon and recommend the penalties to be adjudged, and such proceedings and jurisdiction as may be necessary to secure a speedy trial and judgment with as little expense as possible, for the violation of rights and the transgression of the limits and restrictions which may be hereby adopted.

Provided, however, that the limits, restrictions and regulations which may be agreed upon by the said Commission shall not be final, nor have any effect, until so jointly confirmed and declared by the United States and Her Majesty the Queen of Great Britain, either by treaty or by laws mutually acknowledged and accepted by the President of the United States, and with the consent of the Senate and by Her Majesty the Queen of Great Britain.

Pending a definitive arrangement on the subject, the United States’ Government engages to give all proper orders to officers in its employment; and Her Britannic Majesty’s Government engages to instruct the proper Colonial or other British officers to abstain from hostile acts against British and United States’ fishermen respectively.”

[Enclosure No. 3.]

Observations on Mr. Bayard’s Memorandum.—(Vide Enclosure No. 2, of 165, page 179.)

The most important departure in Article I from the Protocol of 1866 is the interpolation of the stipulation, “that the bays and harbours from which American vessels are in future to be excluded, save for the purposes for which entrance into bays and harbours is permitted by said article, are hereby agreed to be taken to be such harbours as are 10 or less than 10 miles in width, and the distance of three marine miles from such bays and harbours shall be measured from a straight line drawn across the bay or harbour in the part nearest the entrance at the first point where the width does not exceed ten miles.”

This provision would involve a surrender of fishing rights which have always been regarded as the exclusive property of Canada, and would make common fishing grounds of territorial waters which, by the law of nations, have been invariably regarded both in Great Britain and the United States as belonging to the adjacent country. In the case, for instance, of the Baie des Chaleurs, a peculiarly well marked and almost land-locked indentation of the Canadian coast, the ten-mile line would be drawn from points in the heart of Canadian territory, and almost seventy miles distant from the natural entrance or mouth of the bay. This would be done in spite of the fact that, both by imperial legislation and by judicial interpretation, this bay has been declared to form a part of the territory of Canada. (See

Imperial Statute 14 and 15 Vic., chap. 63; and "*Mowat v. McPhee*," 5 Supreme Court of Canada Reports, page 66.)

The convention with France in 1839, and similar conventions with other European powers, form no precedents for the adoption of a ten-mile limit. Those conventions were doubtless passed with a view to the geographical peculiarities of the coast to which they related.

They had for their object the definition of boundary lines, which, owing to the configuration of the coast, perhaps could not readily be settled by reference to the law of nations and involve other conditions which are inapplicable to the territorial waters of Canada.

This is shown by the fact that in the French convention the whole of the oyster beds in Granville Bay, otherwise called the Bay of Cancale, the entrance of which exceeds ten miles in width, were regarded as French, and the enjoyment of them is reserved to the local fishermen.

A reference to the action of the United States' Government and to the admission made by their statesmen in regard to bays on the American coasts, strengthens this view; and the case of the English ship "*Grange*" shows that the Government of the United States in 1793 claimed Delaware Bay as being within territorial waters.

Mr. Bayard contends that the rule which he asks to have set up was adopted by the umpire of the commission appointed under the Convention of 1854 in the case of the United States fishing schooner "*Washington*," that it was by him applied to the Bay of Fundy, and that it was for this reason applicable to other Canadian bays.

It is submitted, however, that as one of the headlands of the Bay of Fundy is in the territory of the United States, any rules of international law applicable to that bay are not therefore equally applicable to other bays, the headlands of which are both within the territory of the same power.

The second paragraph of the 1st Article does not incorporate the exact language of the Convention of 1818. For instance the words "and for no other purpose whatever," should be inserted after the mention of the purposes for which vessels may enter Canadian waters, and after the words "as may be necessary to prevent," should be inserted "their taking, drying, or curing fish therein, or in any other manner abusing the privileges reserved," &c.

To make the language conform correctly to the Convention of 1818, several other verbal alterations, which need not be enumerated here, would be necessary.

Article II would suspend the operation of the Statutes of Great Britain and of Canada, and of the Provinces now constituting Canada, not only as to the various offences connected with fishing, but as to Customs, harbours and shipping, and would give to the fishing vessels of the United States privileges in Canadian ports which are not enjoyed by vessels of any other class, or of any other nation. Such vessels would, for example, be free from the duty of reporting at the Customs on entering a Canadian harbour, and no safeguard could be adopted to prevent infraction of the Customs laws by any vessel asserting the character of a fishing vessel of the United States.

Instead of allowing to such vessels merely the restricted privileges reserved by the Convention of 1818, it would give them greater privileges than are enjoyed at the present time by any vessels in any part of the world.

Article III would deprive the Courts in Canada of their jurisdiction, and would vest that jurisdiction in a tribunal not bound by legal principles, but clothed with supreme authority to decide on most important rights of the Canadian people.

It would submit such rights to the adjudication of two naval officers, one of them belonging to a foreign country, who, if they should disagree and be unable to choose an umpire, must refer the final decision of the great interests which might be at stake to some person chosen by lot.

If a vessel charged with infraction of Canadian fishing rights should be thought worthy of being subjected to a "judicial examination," she would be sent to the Vice-Admiralty Court at Halifax; but there would be no redress, no appeal, and no reference to any tribunal if the naval officers should think proper to release her.

It should, however, be observed, that the limitation in the second sentence of this Article of the violations of the Convention which are to render a vessel liable to seizure, could not be accepted by Her Majesty's Government.

For these reasons, the Article, in the form proposed, is inadmissible; but Her Majesty's Government are not indisposed to agree to the principle of a joint enquiry by the naval officers of the two countries in the first instance, the vessel to be sent for trial at Halifax, if the naval officers do not agree that she should be released.

They fear, however, that there would be serious practical difficulties in giving effect to this arrangement, owing to the great length of coast, and the delays, which must in consequence be frequent, in securing the presence at the same time and place of the naval officers of both powers.

Article IV is also open to grave objection. It proposes to give the United States' fishing vessels the same commercial privileges as those to which other vessels of the United States are entitled, although such privileges are expressly renounced by the Convention of 1818 on behalf of fishing vessels, which were thereafter to be denied the right of access to Canadian waters for any purpose whatever, except those of shelter, repairs, and the purchase of wood and water. It has frequently been pointed out that an attempt was made, during the negotiations which preceded the Convention of 1818, to obtain for the fishermen of the United States the right of obtaining bait in Canadian waters, and that this attempt was successfully resisted. In spite of this fact, it is proposed, under this Article, to declare that the Convention of 1818 gave that privilege, as well as the privilege of purchasing other supplies in the harbours of the Dominion.

Article V proposes to give retrospective effect to the unjustified interpretation sought to be placed on the Convention by the last preceding Article.

It is assumed, without discussion, that all United States' fishing vessels which have been seized since the expiration of the Treaty of Washington, have been illegally seized, leaving as the only question still open for consideration, the amount of damages for which the Canadian authorities are liable.

Such a proposal seems to Her Majesty's Government quite inadmissible.

Article VI calls for no remark.

No. 195.

The Governor General to Sir Henry Holland.

GOVERNMENT HOUSE,

OTTAWA, 27th April, 1887.

[No. 140.]

SIR,—With reference to previous correspondence on the subject of the Fishery Question, I have the honour to transmit to you a copy of an approved Minute of my Privy Council, to which is appended a copy of the Special Instructions issued for this season to the officers in command of vessels employed in the protection of the Canadian Fisheries on the Atlantic coast.

I have much pleasure in calling your attention to the passages in which the Minister impresses upon such officers that in carrying out these instructions they are to be most careful not to strain the interpretation of the law in the direction of interference with the rights and privileges remaining to the United States' fishermen in Canadian waters, under the Convention of 1818, and that the largest liberty compatible with the full protection of Canadian interests is to be granted to United States' vessels in obtaining in Canadian waters the privileges to which they are entitled under that Convention.

You will also observe that it has been determined to authorize the captains of cruisers in harbours to which United States' fishing vessels are accustomed to resort for shelter only, to take entry from and grant clearance to the Masters of such vessels without requiring them to go on shore for that purpose. This step has been taken in order to avoid the delay which has in some cases inevitably taken place owing to the necessity of requiring Masters of these fishing vessels to report to the collector at the nearest Customs port, which might be at some distance from that part of the harbour which the vessel had entered.

I have, &c.

(Sd.) LANSDOWNE.

The Right Honourable

SIR HENRY HOLLAND,

&c., &c., &c.

[763.]

[Enclosure No. 1.]

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 25th April, 1887.

The Committee of the Privy Council, on the recommendation of the Minister of Marine and Fisheries, submit for Your Excellency's approval, the annexed Special Instructions to the Officers in command of the Fisheries Protection Vessels.

(Sd.) JOHN J. McGEE,
Clerk, Privy Council.

To the Honourable
THE MINISTER OF MARINE AND FISHERIES.

[Enclosure No. 2.]

DEPARTMENT OF FISHERIES, CANADA,

OTTAWA, 16th April, 1887.

Special Instructions to Fishery Officers in command of Fisheries' Protection Vessels.

SIR,—In reference to the letter of this Department, dated 16th March, 1886, I have to intimate to you that during the present season, and until otherwise ordered, you will be guided in the performance of the duties entrusted to you by the instructions contained in that letter.

I have every reason for believing that these have been executed with efficiency and firmness, as well as with discretion, and a due regard to the rights secured by Treaty to foreign fishing vessels resorting to Canadian waters.

I desire, however, to impress upon you that, in carrying out those instructions and protecting Canadian inshore fisheries, you should be most careful not to strain the interpretation of the law in the direction of interference with the rights and privileges remaining to United States' fishermen in Canadian waters under the Convention of 1818. To this end, the largest liberty compatible with the full protection of Canadian interests is to be granted United States' fishing vessels in obtaining in our waters, shelter, repairs, wood and water. Care should be taken that while availing themselves of these privileges, such vessels do not engage in any illegal practices, and all proper supervision necessary to accomplish this object is to be exercised, but it is not deemed necessary that in order to effect this an armed guard should be placed on board, or that any reasonable communication with the shore should be prohibited, after the vessel has duly entered, unless sufficient reasons appear for the exercise of such precautions.

In places where United States' fishing vessels are accustomed to come into Canadian waters for shelter only, the Captain of the Cruiser which may be there is authorized to take entry from and grant clearance to the masters of such fishing vessels without requiring them to go on shore for that purpose. Blank forms of entry and clearance are furnished to the Captains of Cruisers; these, after being filled in, are to be forwarded by the Captain of the Cruiser to the Customs Officer of the ports within whose jurisdiction they have been used. In cases of distress, disaster, need of provisions for the homeward voyage, of sickness or death on board a foreign fishing vessel, all needful facilities are to be granted for relief, and both you and your officers will be carrying out the wishes of the Department in courteously and freely giving assistance in such instances.

The above special instructions, while designed with regard to the fullest recognition of all lawful rights and reasonable liberties to which United States' fishermen are entitled in Cana-

dian waters, are not to be construed as authorizing a lax enforcement of the provisions of the laws for the protection of the Canadian fisheries. Fishing, preparing to fish, procuring bait, trading or transshipping of cargoes by United States' fishing vessels within the three-mile limit, are manifest violations of the Convention of 1818, and of the Imperial and Canadian Statutes, and in these cases your instructions which are explicit are to be faithfully followed.

I have, &c.,

(Sd.) GEO. E. FOSTER,
Minister of Marine and Fisheries.

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ANNUAL REPORT
OF THE
DEPARTMENT OF FISHERIES,
DOMINION OF CANADA,
FOR THE YEAR
1886.

Printed by Order of Parliament.



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PART 2.

FISH-BREEDING.—Report by the Superintendent.

THIRD ANNUAL REPORT

OF THE

DEPUTY MINISTER OF FISHERIES

FOR THE YEAR 1886.

To the Honorable
GEORGE E. FOSTER,
 Minister of Marine and Fisheries.

SIR,—I have the honor to submit the third annual report of the Fisheries Department. The financial statements are for the year ended 30th June, 1886, while the fisheries statistics and fishery officers' reports, as well as those on Fish Breeding, Fishing Bounties and Fisheries Protection Service are brought down to the 31st of December.

It is a matter for congratulation that the Canadian fisheries as a whole are steadily improving in yield and value. Compared with last year's returns, the figures show an increase of \$956,315 ; the total value being set down at \$18,679,288.

PRODUCE OF THE FISHERIES.

With the exception of Prince Edward Island, where a decrease of over \$150,000 is noticeable in the value of lobsters alone, it is satisfactory to note that this great source of wealth is in a flourishing condition.

The following figures represent the total value of the fisheries of the Dominion of Canada for the year 1886:—

Nova Scotia	-	-	-	-	-	\$8,415,361
New Brunswick	-	-	-	-	-	4,180,227
Quebec	-	-	-	-	-	1,741,382
Prince Edward Island	-	-	-	-	-	1,141,991
British Columbia	-	-	-	-	-	1,577,348
Ontario	-	-	-	-	-	1,435,998
Manitoba and North-West Territories	-	-	-	-	-	186,979
Total	-	-	-	-	-	<u><u>\$18,679,288</u></u>

This is exclusive of the quantity consumed by the Indian population in British Columbia estimated at 25,000,000 pounds, and also of the total yield of Manitoba and the North-West Territories, of which only approximate data are at present available, which would increase the total value to fully \$22,000,000.

DETAILS.

The following table shows the value of the principal kinds of commercial fishes.

Cod	-	-	-	-	-	\$4,553,079
Lobsters	-	-	-	-	-	2,638,394
Herring	-	-	-	-	-	2,211,498
Mackerel	-	-	-	-	-	1,556,424
Salmon	-	-	-	-	-	1,370,856
Haddock	-	-	-	-	-	747,685
Sardines	-	-	-	-	-	735,642
Fish Oils	-	-	-	-	-	505,771
Whitefish	-	-	-	-	-	434,349
Smelt	-	-	-	-	-	432,213
Trout	-	-	-	-	-	421,400
Seal Skins	-	-	-	-	-	419,546
Pollock	-	-	-	-	-	276,657
Oysters	-	-	-	-	-	189,915
Eels	-	-	-	-	-	163,621
Pickarel	-	-	-	-	-	159,684
Alewives	-	-	-	-	-	134,849
Hake	-	-	-	-	-	138,179
Sturgeon	-	-	-	-	-	118,819
Shad	-	-	-	-	-	109,896
Halibut	-	-	-	-	-	96,912

GENERAL REMARKS.

NOVA SCOTIA.

The yield in the fisheries of this Province shows an increased value of \$131,438. Although a slight falling off occurred in salmon fishing, this industry is in a healthy condition, and gives fair promise of better results next year. The catch of alewives was about equal to that of last year. Mackerel fishing was very fair, and prices ruled unusually high during the latter part of the season. Herrings were scarce. Although the statistics indicate a falling off in the number of vessels engaged in the deep-sea fishing, the total yield of cod, haddock, pollock and hake shows an increase in value over last year of nearly \$270,000; hence it is apparent that this industry has been pursued with much success by inshore boat

fishermen. Smelt fishing is yet in its infancy, but promises to assume large proportions before long. In order to protect this valuable industry, it was deemed advisable to extend to Nova Scotia the fishery regulations which prevail in the Province of New Brunswick. Lobsters, although still abundant, show evident signs of being overfished in several localities, and it will soon become necessary to adopt more stringent measures in order to prevent its being further injured.

NEW BRUNSWICK.

Taken as a whole, the returns of the year's catch in this Province show an increase of about \$175,000. The improvement in the catch of salmon which marked last year's returns was not sustained; the figures standing 1,291,255 lbs., in 1886 against 1,437,316 lbs. in 1885. This unsatisfactory result is attributable to excessive netting in the tidal estuaries, which prevents the salmon from reaching their spawning beds in the upper portions of rivers. There is also a marked falling off in the catch of bass attributable to the same causes. Shad and alewives exhibit a steady decrease. In smelt fishing, there is an increase of nearly one million pounds over the catch of last year. Frost fish, or tommy cod, which were formerly used for manuring purposes only, are being exported at remunerative prices. Sturgeon fishing proved a total failure. Herring show a large increase; the same can be said of mackerel. Cod, about the same as last year. The steady demand for halibut caused considerable increase in the catch. The catch of lobsters was enormous; the returns show that 4,661,812 lbs. were canned and 4,290 tons sold fresh, the whole quantity representing 28,000,000 lobsters.

The fishways at St. George, on the Ste. Croix River, which were opened last spring, are reported to be very efficient structures. A first-class fishway was built in the dam across the Linton stream, in the County of Charlotte and another at the foot of Magaguadavic Lake. The fishways on the Ste. Croix and Dennis Stream are in good repairs, and a new one has been built at Baring which will give the fish free access to the whole chain of lakes on that branch of the Ste. Croix.

PRINCE EDWARD ISLAND.

The fishery statistics of this Province show a deficiency in value, as compared with last year, of \$151,438; there being a falling off of nearly one million pounds in the item of lobsters alone. The catch of mackerel was very fair, exceeding that of last year by about 5,300 barrels. An increase of nearly 5,000 barrels is also noticeable in the oyster fishery.

QUEBEC.

The yield of the fisheries in this Province shows an increase of \$21,922, in spite of a heavy falling off in the value of fish oils. Seal fishing improved considerably; the number of skins being 28,226 in 1886, against 9,195 in 1885. Herring fishing was poor. Cod fishing, about equal to last year. Salmon shows a

slight falling off. In lobsters, there is an increase of 77,225 pounds. Mackerel fishing was a total failure.

BRITISH COLUMBIA.

The value of fish caught in this Province, including the consumption by Indians, is estimated at \$4,834,848, and if the quantity consumed by Indians be deducted, the figures would stand thus:—

1886	-	-	-	-	-	-	-	\$1,577,348
1885	-	-	-	-	-	-	-	1,078,038
Increase								<u>\$499,310</u>

The total amount of capital invested in the salmon fishery is estimated at \$872,445, and the number of men employed at 6,211.

There were 20 vessels and 459 men engaged in the fur seal fishery, and 38,907 seals killed, representing a value of \$389,070.

The Inspector of Fisheries claims that whitefish and speckled trout of a large size abound in the inland waters of British Columbia.

During the last season the Inspector was instructed to visit the southern coast of Vancouver Island for the purpose of ascertaining whether cod and other deep-sea fish were to be found in paying quantities. The result of his operations is fully described in a special report, which contains matters of great interest to persons willing to engage in this new industry. It is the intention of the Department to continue these investigations during the season of 1887.

IN MANITOBA AND THE NORTH-WEST TERRITORIES

the value of the fisheries is given at \$186,979; the most important item of production being the whitefish.

Owing to the pressure brought to bear upon this Department by local residents, the former close season for whitefish which comprised the whole month of November was altered so as to read from 5th October to 10th November. This is the regulation now in force and it appears to have given general satisfaction. A staff of efficient fishery guardians was employed under the Inspector and rendered good services.

Several fishways were built at places most needed, and others will be put up next season.

It is considered that the experiment of breeding fish artificially which is so successfully pursued in the other Provinces of the Dominion might advantageously

be extended to Manitoba and the North-West Territories. Whitefish are still so abundant, it would be unnecessary to breed them artificially; the prohibitions now in force, if strictly carried out and faithfully complied with, being considered sufficient for the protection of the breed. But there are several species of eatable fishes, such as bass and German carp which might advantageously be introduced into the waters of Manitoba and the North-West Territories.

ONTARIO.

It is with sincere gratification that reference is made to the steady improvement and abundant yield of the fisheries of the Province of Ontario during the present year. Their general condition and increasing productiveness are most satisfactory. In several instances the value has nearly doubled that of previous seasons. These satisfactory results are justly ascribed in a great measure to the excellent fishery laws enacted by the Dominion Parliament and the judicious system of protection and regulation which this Department has carried out conformably with such enactments.

FISHERY OFFICERS' REPORTS.

Special attention is called to the tables published in Appendix No. 8 of this report, as well as to the reports of the large staff of Fishery Overseers employed under this Department.

THE FISHERY LAWS OF THE DOMINION.

TABLE OF CLOSE SEASONS, 1887.

Kinds of Fish.	Ontario.	Quebec.	Nova Scotia.	New Brun'wick	P. E. Island.	Manitoba and N. W. T.
Salmon (net fishing).....	.....	Aug. 1 to May 1.	Aug. 15 to Mar. 1.	Aug. 15 to Mar. 1.	.....	.....
do (angling).....	.....	Sept. 1 to May 1.	Sept. 15 to Feb. 1.	Sept 15 to Feb. 1.	.....	.....
do do Ristigouche River.....	.....	Aug. 15 to May 1.	.....	Aug. 15 to May 1.	.....	.....
Speckled Trout (<i>Salvelinus Fontinalis</i>).....	Sept. 15 to May 1.	Oct. 1 to Jan. 1.	.....	.....	Oct. 1 to Dec. 1.	Oct. 1 to Jan. 1.
Large Grey Trout, Lunge and Winnish.	.....	Oct. 15 to Dec. 1.	.....	.....	.....	.....
Pickarel (Doré)	April 15 to May 15.	April 15 to May 15.	.....	.....	.....	April 15 to May 15.
Bass and Maskinongé.....	April 15 to June 15.	April 15 to June 15.	.....	.....	.....	.....
Whitefish and Salmon Trout	Nov. 1 to Nov. 30.	.....	.....	.....	.....	.....
Whitefish .....	.....	Nov. 10 to Dec. 1.	.....	.....	.....	Oct. 5 to Nov. 10.
Sea Bass .....	.....	.....	.....	Mar. 1 to Oct. 1.	.....	.....
Smelts .....	.....	.....	April 15 to May 15.	April 15 to May 15.	.....	.....
		Bag net fishing prohibited, except under license.				
Lobsters .....	.....	Aug. 20 to April 20.	Aug. 1 to April 1. (W. coast) Aug. 20 to April 20. (N. coast)	Aug. 1 to April 1. (S. coast) Aug. 20 to April 20. (N. coast)	.....	.....
Sturgeon.....	.....	.....	.....	Aug. 31 to May 1.	.....	May 1 to June 15.
Oysters .....	.....	June 1 to Sept. 15.	June 1 to Sept. 15.	June 1 to Sept. 15.	June 1 to Sept. 15.	.....

NOTE.—Fishery laws only partially extended to British Columbia. Drifting for salmon confined to tidal waters, and fishing to be discontinued from Saturday noon till 6 p.m. Sunday.

SYNOPSIS OF FISHERY LAWS.

Net fishing of any kind is prohibited in public waters, except under leases or licenses.

The size of nets is regulated so as to prevent the killing of young fish. Nets cannot be set or seines used so as to bar channels or bays.

A general weekly close time is provided in addition to special close seasons.

The use of explosive or poisonous substances for catching or killing fish is illegal.

Mill dams must be provided with efficient fish-passes. Models or drawings will be furnished by the Department on application.

The above enactments and close seasons are supplemented in special cases, under authority of the Fisheries Act, by a total prohibition of fishing for stated periods.

CLOSE SEASON—REMARKS.

In order to comply with an almost general desire, the regulation of 20th May, 1886, fixing the close season for whitefish in the Province of Manitoba and the North-West Territories from 1st November to 1st February, was altered so as read from 5th October to 10th November. It is claimed that the latter dates fully cover the breeding period of these fish, and will afford sufficient protection. The Department is causing experiments to be made in order to fully determine that point.

The close season for smelts, already in force in the Province of New Brunswick, has been extended to that of Nova Scotia, and fishing by means of bag nets is prohibited except under licenses from this Department.

In order to put a stop to the waste which hitherto occurred in oyster fishing, the close season has been extended to the 15th September instead of the 1st, as formerly.

BUILDING OF FISHWAYS.

Five new fishways on the Rogers' patent model were built on the following streams in the Province of Nova Scotia during the year 1886:—

County.	Mill Dam.	River.
Lunenburg	Davison's	La Have
do	Eaton's	Gold
Halifax	Boutillier's	Nine Mile
Guysboro'	Fisher's	St. Mary's
do	McDonald's	Sherbrooke

A large fishway on McCallum's dam, Avon River, Hants' County is not yet in operation, but will be completed during the season of 1887.

Three fishways were built at Milltown and Baring, in the County of Charlotte, New Brunswick. A first-class Rogers' ladder has also been placed in the dam across Linton Stream, which will enable fish to ascend to the lakes. The dam at the foot of Magaguadavic Lake, at a place called "The Flume," has also been provided with a fish-pass out through the solid rock, at a large expense. The fishways on the Ste. Croix and that on Dennis Stream have been kept in good repair, and their beneficial effects are seen in the increasing number of fish that ascend them.

**EXTENSION OF THE LEASING AND LICENSING SYSTEM TO MANITOBA AND THE
NORTH-WEST TERRITORIES.**

The system of granting leases and licenses for fishing privileges is evidently contemplated by the Fisheries Act as a basis of administration. It systematizes the fishing business and is auxiliary to protective measures for preserving and increasing the fisheries. It also promotes investment of capital, and gives permanence and security to fishing industries.

This system which is already in operation in the several Provinces of the Dominion will, during the season of 1887, be extended to Manitoba and the North-West Territories, and it is confidently expected that the most beneficial results will accrue from the adoption of this measure.

RECAPITULATION

Showing the Number, Tonnage and Value of Vessels and Boats; Value of Fishing Material, etc., and the Number of Fishermen in the different Provinces of the Dominion, for the Year 1886.

Provinces.	Number of Fishermen.			Vessels and Tugs.		Boats.		Gill Nets and Seines.		Value of Trap and Pound Nets, Weirs, Brush and Bel Fisheries.	Value of Lobster Factories, Traps, etc., and Lobster Industry.	Approximate Value of Fisheries and other Fixtures, not itemized.	Total Value.	Remarks.
	Number.	Tonnage.	Value.	Number.	Value.	Number.	Value.	Fathoms.	Value.					
Nova Scotia	27,465	613	29,119	1,315,166	13,030	291,738	1,528,518	563,388	\$	\$	253,466	312,532	2,336,425	See page 141.
New Brunswick.	9,359	173	2,902	84,460	5,179	192,937	374,509	239,541		138,713	280,553	393,871	1,321,075	do 170.
P. E. Island	3,496	56	2,249	65,800	1,018	31,415	49,097	18,165		1,000	270,000	107,860	494,280	do 194.
Quebec.	8,819	152	8,279	315,780	6,434	169,122	226,274	187,560		59,663	92,385	.....	763,410	do 223&246.
Ontario	2,797	42	585	73,205	1,232	102,253	916,613	140,733		65,025	.....	5,494	386,710	do 294.
British Columbia	3,775	47	1,471	126,000	1,264	60,080	193,010	143,865		.....	.....	542,500	872,445	do 279.
Totals	55,781	1,113	44,665	1,980,411	28,137	850,545	3,258,061	1,363,152		481,646	896,304	1,362,327	6,814,295	

GENERAL RECAPITULATION

Of the Yield and Value of the Fisheries in the Dominion of Canada, for the years
1885 and 1886.

Kinds of Fish.	1885.		1886.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Ood Cwt.	1,077,393	4,537,727 75	1,080,716	4,549,571 60
Boneless Cod..... Lbs.			69,790	3,507 40
Herring, pickled..... Brls.	477,262	1,997,901 00	374,784	1,518,022 00
do smoked..... Boxes.	1,461,854	365,463 50	1,129,305	282,326 25
do frozen..... No.	15,800,150	94,800 90	21,023,300	126,139 80
do fresh..... Lbs.	361,640	14,951 60	5,767,554	285,016 70
Lobsters, preserved, in cans..... Brls.	17,303,038	2,463,780 03	16,434,421	2,356,659 75
do in shell, alive, &c..... Tons	4,998	149,951 00	6,682	281,734 40
Salmon, pickled..... Brls.	7,826	103,744 00	6,511	85,753 00
do fresh..... No.	201,700	40,940 00		
do do in ice..... Lbs.	2,391,365	411,231 42	2,917,712	433,552 70
do preserved, in cans..... "	5,258,918	552,459 70	7,762,321	842,876 20
do smoked..... "	404,365	43,873 00	49,048	8,674 60
Mackerel, preserved, in cans..... "	539,731	61,287 00	772,592	81,909 60
do fresh..... "			93,500	4,895 00
do pickled..... Brls.	145,752	1,448,137 00	147,962	1,479,620 00
Haddock..... Cwt.	189,372	663,145 88	213,474	747,685 26
Hake..... "	55,644	194,754 00	40,841	138,179 00
Pollock..... "	65,290	228,515 00	79,045	276,657 50
Trout..... Lbs.	5,545,449	432,160 02	5,052,413	397,099 50
do pickled..... Brls.	4,305	42,772 00	2,430	24,300 00
Whitefish, pickled..... "	5,355	53,550 00	4,903	41,788 00
do fresh..... Lbs.	2,917,560	233,404 80	5,918,623	392,561 93
Smelt..... "	5,982,358	359,029 98	7,209,888	432,213 28
Sardines..... Hhds.	58,145	355,731 00	73,617	735,642 00
Oysters..... Brls.	57,132	171,593 00	62,906	189,915 00
Hake Sounds..... Lbs.	106,667	106,667 00	107,643	99,411 00
Ood Tongues and Sounds..... Brls.	4,142	29,448 05	1,856	13,475 00
Alewives..... "	39,738	158,513 50	33,887	134,849 60
Shad..... No. & Lbs.	143,320	13,657 30	Lbs. 509,710	30,582 60
do pickled..... Brls.	14,535	135,517 00	8,520	79,314 00
Bels do..... "	4,600	41,202 00	7,360	66,014 00
do..... Lbs.	1,817,755	91,940 85	1,635,296	97,607 31
Halibut..... "	1,735,917	104,155 02	1,563,872	96,912 32
Sturgeon..... "	2,372,175	118,871 15	2,373,133	118,819 29
Maskinongé..... "	679,220	43,928 60	857,645	55,647 00
Bass..... "	1,074,103	69,189 22	887,204	56,580 74
Pickarel..... "	2,120,003	131,939 48	2,624,785	159,684 32
Pike..... "	1,022,620	51,978 00	1,428,664	59,394 62
Winninich..... "	118,750	7,125 00	64,600	3,768 00
Bar and Whitefish..... Dozen.	6,798	8,497 50	7,872	9,215 00
Tom Ood or Frost Fish..... Lbs.	641,260	25,650 00	1,463,875	43,555 00
Flounders..... "	152,520	9,150 12	49,920	2,995 20
Squid..... Brls.	3,487	13,948 00	4,958	19,832 00
Oolachans, pickled..... "	110	1,880 00	80	900 00
do fresh..... Lbs.	31,350	1,881 00	44,000	2,640 00
do smoked..... "	13,000	1,360 00	1,900	380 00
Olams..... "		8,180 00		7,950 00
Fur Seal Skins..... No.			38,907	389,370 00
Hair do..... "			31,226	30,476 00
Sea Otter Skins..... "			25	1,500 00
Porpoise Skins..... "	108	240 00	177	668 00

GENERAL RECAPITULATION

Of the Yield and Value of the Fisheries in the Dominion of Canada—*Concluded.*

Kinds of Fish.	1885.		1886.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Fish Oils..... Galls	815,932	489,287 20	899,383	505,771 75
Cod Liver Oil..... "	2,320	3,320 00	1,800	1,800 00
Coarse and Mixed..... Brls.	35,938	144,237 99	25,178	104,268 51
Fish used as Bait..... "	273,901	242,650 75	171,210	198,937 00
do Manure..... "			171,769	70,688 50
Guano..... Tons.	3,906	59,340 00	1,303	21,045 00
Crabs and Prawns, in B.C.....		2,090 00		2,500 00
Fish, assorted, in B.C..... Lbs.	59,400	3,584 09	173,800	8,690 00
Fish sold in B.C. markets.....		120,000 00		125,000 00
do Halifax do.....		43,600 00		39,500 00
Fish for home consumption, not included in Returns.....		246,632 25		303,564 34
Total value.....		17,722,973 18		18,679,288 57
Increase in 1886.....				956,315 39

COMPARATIVE STATEMENT

Of Production in each Branch of the Fisheries in the respective Provinces of the Dominion of Canada, in 1885 and 1886.

PROVINCE OF NOVA SCOTIA.

Kinds of Fish.	1885.		1886.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon	Brls. 3,428	61,704 00	2,584	46,512 00
do fresh	Lbs. 445,658	86,647 35	469,253	90,493 10
do smoked	" 27,465	5,493 00	8,150	1,630 00
do preserved	Cans. 30,570	6,114 00	14,981	2,996 20
Mackerel	Brls. 108,136	1,081,380 00	101,947	1,018,470 00
do preserved	Cans. 10,656	1,598 40	22,880	3,432 00
do fresh	Lbs. ....	.....	93,500	4,896 00
Herring	Brls. 207,160	828,640 00	155,756	623,900 00
do smoked	Boxes. 116,080	29,020 00	38,781	9,190 25
do frozen or fresh	Lbs. 328,040	13,121 60	260,700	10,428 00
Alewives	Brls. 17,591	70,364 00	17,122	68,489 60
do smoked	No. 100,000	800 00	100,000	800 00
Cod, dried	Cwt. 806,426	3,427,311 25	837,371	3,516,336 35
do boneless	Lbs. ....	.....	34,000	1,360 00
Cod Tongues and Sounds	Brls. 1,215	8,505 00	1,571	11,062 00
Haddock	Cwt. 185,575	555,014 00	195,716	685,000 00
Pollock	" 56,789	198,588 00	71,322	249,062 50
Hake	Lbs. 58,090	58,090 00	57,553	57,553 00
Hake Sounds	" 381,000	15,240 00	121,544	4,861 76
Finnan Haddies	" 1,491,987	89,519 22	1,371,039	82,102 34
Halibut	Brls. 4,919	39,367 60	2,943	23,554 00
Shad	Lbs. 14,636	878 20	21,590	1,284 60
Bas	" 128,075	7,684 50	131,562	7,893 72
Trout	Brls. 3,139	12,566 00	4,394	17,576 00
Squid	Lbs. 418,160	25,089 00	600,243	36,014 58
Smelt	Brls. 2,979	23,811 00	3,502	31,518 00
Eels	" 1,310	3,930 00	1,397	4,191 00
Oysters	Cans. 6,805,340	1,020,801 00	7,206,347	1,080,952 05
Lobsters, preserved	Tons. ....	.....	.....	153,034 40
do	Gals. 493,100	320,515 00	492,585	320,021 25
Fish Oils	" 2,220	2,220 60	1,800	1,800 00
Cod Liver Oil	Tons. 1,091	16,345 00	588	8,820 00
Guano	Brls. 51,676	51,676 00	57,132	57,132 00
Fish used as bait	" 23,245	11,622 50	26,139	13,069 50
do for manure	Lbs. ....	.....	6,100	317 00
Mixed Fish	Brls. 1,136	5,680 00	990	4,950 00
Clams .....	.....	43,500 00	.....	39,600 00
Amount sold in Halifax Fish Market .....	.....	.....	.....	.....
Home Consumption of various counties, as per return .....	.....	100,281 25	.....	124,526 25
Total .....	.....	8,282,922 87	.....	8,415,361 45
Increase .....	.....	.....	.....	121,438 58

COMPARATIVE STATEMENT

Of Productions in each Branch of Fisheries, &c.—Continued.

PROVINCE OF NEW BRUNSWICK.

Kinds of Fish.		1895.		1896.	
		Quantity.	Value.	Quantity.	Value.
			\$ cts.		\$ cts.
Codfish.....	Owt.	83,298	354,016 80	79,445	337,641 25
Herring.....	Brls.	109,717	438,868 00	95,180	380,720 00
do smoked.....	Boxes.	1,313,535	328,383 75	1,081,384	270,346 00
do frozen.....	No.	15,800,150	94,800 80	21,023,300	126,139 80
Mackerel.....	Brls.	10,845	108,450 00	17,868	178,680 00
do preserved.....	Lbs.	185,616	20,342 40	70,128	10,519 20
Haddock.....	Owt.	17,587	61,554 50	13,321	48,623 50
Pollock.....	"	16,192	56,672 00	16,034	56,119 00
Hake.....	"	41,124	143,934 00	22,990	80,465 00
Halibut.....	Lbs.	47,380	2,841 60	55,721	3,343 26
Salmon, pickled.....	Brls.	191	3,438 00	224	4,032 00
do fresh, in ice.....	Lbs.	1,356,498	271,299 60	1,201,732	240,346 40
do preserved, in cans.....	"	16,618	3,323 60	4,125	825 00
do smoked.....	"	6,900	1,380 00	18,198	3,639 60
Alewives.....	Brls.	21,070	84,280 00	15,865	63,460 00
Trout.....	Lbs.	70,980	4,258 80	65,650	3,939 00
Smelt.....	"	5,497,858	329,871 48	6,484,145	389,648 70
Mhad.....	Brls.	9,616	96,160 00	5,577	55,770 00
Eels.....	"	1,522	13,698 00	3,745	33,705 00
Sturgeon.....	Lbs.	26,240	1,574 40	16,264	975 84
Sardines.....	Hhds.	55,860	335,160 00	78,291	732,910 00
Bass.....	Lbs.	185,150	11,119 00	131,707	7,901 42
Pickarel.....	"	97,500	5,860 00	134,200	8,052 00
Perch.....	"	13,350	501 00	14,900	894 00
Oysters.....	Brls.	27,368	82,104 00	28,083	84,249 00
LOBSTERS, preserved.....	Oans.	5,236,259	785,437 80	4,661,812	698,271 80
do.....	Tons.	3,111	93,380 00	4,290	128,700 00
Od Tongues and Sounds.....	Brls.	188	968 00	48	322 00
Hake Sounds.....	Lbs.	48,577	48,577 00	29,510	29,510 00
Fish Oil.....	Galls	98,142	58,885 20	92,788	55,672 80
Fish Guano.....	Tons.	2,785	41,775 00	655	9,825 00
Fish used as manure.....	Brls.	20,890	10,445 00	29,185	19,592 50
do bait.....	"	51,968	77,952 00	55,464	83,181 00
Squid.....	"	348	1,392 00	564	2,256 00
Frost Fish.....	Lbs.	662,141	23,325 64	713,873	28,555 00
Flounders.....	"	152,602	9,180 12	49,920	2,995 20
Fish Bones.....	Brls.	6	24 00		
Total.....			4,005,431 29		4,180,227 27
Increase.....					174,795 98

COMPARATIVE STATEMENT.

Of Production in each Branch of Fisheries, &c.—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.

Kinds of Fish.	1885.		1886.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Cod	Cwt. 22,891	97,288 00	12,850	51,400 00
do boneless .....	.....	.....	35,790	2,147 40
Herring	Brls. 46,937	187,748 00	43,304	179,612 00
do smoked	Boxes. 80	15 60	.....	.....
Mackerel	Brls. 24,424	244,240 00	27,534	275,340 00
do preserved	Cans. 383,462	39,348 20	679,584	67,958 40
Haddock	Lbs. 83,306	4,998 36	71,550	4,293 00
Hake	Cwt. 14,520	50,820 00	9,630	28,590 00
Salmon, fresh	Lbs. 8,455	1,268 25	2,440	368 00
Alewives	Brls. 877	3,089 50	700	2,100 00
Halibut	Lbs. 6,770	406 20	8,680	580 80
Bass	" 770	46 20	200	12 00
Trout	" 71,120	4,267 20	75,195	4,511 70
Smelts	" 57,500	3,450 00	74,100	4,446 00
Eels	" 105,250	6,315 00	150,650	9,039 00
Shad	" 200	12 00	750	45 00
Oysters	Brls. 28,204	84,612 00	33,125	99,375 00
Lobsters, preserved, in cans	Lbs. 4,399,189	526,702 68	3,616,780	434,013 60
Cod and Hake Sounds	" 28,117	18,278 05	20,580	12,348 00
Fish Oil	Galls. 19,220	12,493 00	14,997	7,498 50
Mature	Tons. 3,056	3,056 00	3,315	3,315 00
Fresh fish, local consumption	Lbs. 166,666	5,000 00	.....	5,000 00
Total .....	.....	1,293,429 64	.....	1,141,891 40
Decrease in 1886 .....	.....	.....	.....	151,438 24

COMPARATIVE STATEMENT

Of Production in each Branch of Fisheries, &c.—*Continued.*

PROVINCE OF QUEBEC.

Kinds of Fish.	1885.		1886.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, pickled	Brls. 739	7,390 00	647	9,058 00
do fresh	Lbs. 580,764	52,016 22	418,067	44,555 20
do preserved, in cans	" 2,914	437 10	2,255	451 00
Cod	Owt. 164,778	659,112 00	161,080	644,200 00
Haddock	" 694	2,776 00	1,037	4,148 00
Halibut	Lbs. 61,609	1,848 00	46,432	2,785 92
Herring, pickled	Brls. 53,542	244,118 00	40,820	185,540 00
do smoked	Boxes. 4,179	1,044 75	7,560	1,890 00
Shad	No. 143,200	12,645 30	Lbs. 508,968	30,537 68
Eels	" 846,815	84,681 50	" 1,453,601	86,016 06
do pickled	Brls. 99	693 00	113	791 00
Mackerel	" 2,347	14,062 00	613	6,190 00
Sardines	" 4,857	20,571 00	744	2,232 00
Sturgeon	" 1,713	8,565 00	535	2,675 00
do	Lbs. 361,100	18,055 00	795,809	39,790 00
Trout	" 593,820	42,262 20	494,340	37,286 80
do	Brls. 189	1,112 00	152	1,520 00
Winniniah	Lbs. 118,750	7,125 00	64,600	3,876 00
Bar and Whitefish	Doz. 6,798	8,497 50	7,372	9,315 00
Whitefish	Lbs. 50,060	4,004 80	53,300	4,304 00
Maskinongé	" 113,820	9,105 60	209,415	16,753 20
Bass	" 237,150	18,972 00	226,965	18,157 20
Pickarel	" 265,000	20,839 84	479,852	36,255 62
Pike	" 554,190	28,556 50	424,030	21,201 50
Tom Cod	Brls. 1,550	2,325 00	10,000	15,000 00
Cod, Tongues and sounds	" 189	1,701 00	239	2,151 00
Lobsters, canned	Lbs. 872,257	130,838 55	949,482	142,422 20
Small and mixed Fish	Brls. 18,349	68,959 00	17,332	59,215 10
Seal Skins	No. 9,195	9,195 00	28,226	28,226 00
Porpoise skins	" 108	240 00	177	668 00
Fish Oils	Galls. 142,740	71,370 00	253,053	102,083 20
Fish used as bait and manure	Brls. 95,562	87,899 25	181,919	92,335 50
Guano	Tons. ....	.....	60	2,400 00
Smelts	Lbs. 8,850	619 50	32,400	1,944 00
Fish used as local consumption	Brls. 19,251	77,004 00	21,142	84,568 00
Total .....	.....	1,719,459 61	.....	1,741,982 20
Increase .....	.....	.....	.....	21,922 59

COMPARATIVE STATEMENT
Of Productions in each Branch of Fisheries, &c.—Continued.
PROVINCE OF BRITISH COLUMBIA.

Kinds of Fish.	1885.		1886.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon..... Brls.	3,468	31,212 00	3,056	26,151 00
do fresh..... No.	204,700	40,840 00	Lbs. 825,600	57,792 00
do preserved, in cans..... Lbs.	5,208,816	542,585 00	7,740,960	838,604 00
do smoked.....	370,000	37,000 00	22,700	2,405 00
Herring, fresh.....	36,600	1,830 00	38,000	1,140 00
do smoked.....	56,000	7,000 00	4,600	900 00
Trout, fresh.....	83,000	5,810 00	30,750	3,075 00
Sturgeon.....	354,600	17,725 00	114,800	5,745 00
Haddock..... }	241,160	12,058 00	55,000	2,750 00
Whiting.....	"			
Clams.....	"	2,500 00		3,000 00
Halibut, fresh.....	186,000	9,540 00	81,000	8,100 00
Oysters..... Brls.	210	1,250 00	300	2,100 00
Oolachans, pickled..... Lbs.	22,500	1,800 00	16,080	800 00
do smoked.....	13,000	1,300 00	1,900	380 00
do fresh.....	31,350	1,881 00	44,000	2,640 00
Fur Seal Skins..... }			38,907	389,070 00
Hair do..... No.		150,019 00	3,000	2,250 00
Sea Otter Skins.....			25	1,500 00
Fish Oil..... Galls.	62,750	26,024 00	45,910	20,496 00
Crabs and Prawns.....		2,000 00		2,500 00
Sardines.....				500 00
Smelts, fresh..... Lbs.			19,000	760 00
Assorted Fish.....	59,400	3,564 00	173,800	8,690 00
Fresh fish, sold in local markets.....		120,000 00		125,000 00
Fish for home consumption, Chinese laborers.....		62,000 00		70,000 00
Total.....		1,078,038 00		1,577,348 00
Increase.....				499,310 00

NOTE.—The consumption by Indians is not included in the above figures.

COMPARATIVE STATEMENT
Of Production in each Branch of Fisheries, &c.—Continued.
PROVINCE OF ONTARIO.

Kinds of Fish.	1885.		1886.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Whitefish..... Brls.	5,355	53,550 00	2,489	24,890 00
do..... Lbs.	2,867,500	229,400 00	3,167,226	253,378 08
Salmon Trout..... Brls.	4,166	41,660 00	2,378	22,780 00
do..... Lbs.	4,598,454	367,876 32	4,254,916	340,393 28
Herring..... Brls.	59,706	298,530 00	39,830	199,150 00
do..... Lbs.			5,468,864	273,442 70
Maskinongé..... "	566,400	83,924 00	648,230	38,893 80
Bass..... "	636,397	38,183 82	486,742	29,204 52
Pickeral..... "	1,757,494	105,449 64	1,747,389	104,842 14
Pike..... "	468,430	28,421 50	387,705	19,385 25
Sturgeon..... "	1,469,035	72,951 75	1,374,689	68,733 45
Eels..... "	18,875	943 75	51,045	2,552 25
Coarse Fish..... "	1,646,933	49,407 99	1,296,095	38,692 85
Fish for Home Consumption..... "	913,100	27,393 00	649,003	19,470 09
Total.....		1,342,691 77		1,435,996 41
Increase.....				93,306 64

APPROXIMATE yield and value of the Fisheries for the Year 1886.

MANITOBA AND NORTH-WEST TERRITORIES

Kinds of Fish.	1886.	
	Quantity.	Value.
		\$ cts.
Whitefish, fresh..... Lbs.	2,697,597	134,879 85
do salt..... Bbls.	2,414	16,898 00
Pickarel, (Doré)..... Lbs.	263,364	10,534 56
Pike (Jackfish)..... "	626,929	18,807 87
Sturgeon..... "	18,000	900 00
Tullibee..... "	95,246	1,804 92
Smoked Fish..... "	440	44 00
Mixed Fish..... "	150,532	3,010 84
Total.....		186,979 84

RECAPITULATION.

PROVINCES.	Value.		Decrease.	Increase.
	1885.	1886.		
	\$	\$	\$	\$
NOVA SCOTIA.....	8,283,922	8,415,361		131,438
NEW BRUNSWICK.....	4,005,431	4,180,227		174,795
QUEBEC.....	1,719,459	1,741,382		21,922
PRINCE EDWARD ISLAND.....	1,293,429	1,141,991	151,438	
BRITISH COLUMBIA.....	1,078,038	1,577,348		499,310
ONTARIO.....	1,342,691	1,435,998		93,306
MANITOBA AND N.-W. TERRITORIES.....	Not given.	186,979		186,979
Totals.....	17,732,973	18,679,288	151,438	1,107,753
Increase in 1886.....				956,315

EXPENDITURE.

The total expenditure for the Fisheries Service during the financial year ending 30th June, 1886, amounted to \$164,400.16, as follows:—

General Service	\$82,748 06
Fish breeding	44,038 80
Fisheries Protection Service	37,613 30

THIS Expenditure is sub-divided as follows:—

<i>Ontario.</i>	\$ cts.	\$ cts.
Fishery officers' salaries and disbursements.....	17,900 74	
Fish breeding.....	9,686 54	27,597 28
<i>Quebec.</i>		
Fishery officers' salaries and disbursements.....	13,938 21	
Fish breeding.....	9,197 89	23,136 10
<i>Nova Scotia.</i>		
Fishery officers' salaries and disbursements.....	17,852 33	
Fish breeding.....	7,478 23	25,330 56
<i>New Brunswick.</i>		
Fishery officers' salaries and disbursements.....	15,719 36	
Fish breeding.....	2,852 02	18,571 38
<i>British Columbia.</i>		
Fishery officers' salaries and disbursements.....	1,878 53	
Fish breeding.....	5,405 87	7,284 40
<i>Prince Edward Island.</i>		
Fishery officers' salaries and disbursements.....	3,187 73	
Fish breeding.....	687 17	3,874 90
<i>Manitoba.</i>		
Fishery officers' salaries and disbursements.....		1,920 73
FISHERIES' PROTECTIVE SERVICE.....		37,613 30
<i>MISCELLANEOUS.</i>		
Legal and incidental expenses.....	767 11	
Canadian exhibits, &c.....	1,653 56	
Expenditure in connection with the distribution of fishing bounty.....	7,929 76	
General account, fish breeding, including Superintendent's salary, disbursements, building fishways, &c.....	8,721 06	19,071 51
		164,400 16

FISH-BREEDING EXPENDITURE.

The expenditure incurred for fish culture is also sub-divided as follows, among twelve fish hatcheries:—

<i>Ontario.</i>		\$	cts.	\$	cts.
Newcastle Hatchery.....		4,997	97		
Sandwich do		4,698	57		
				9,696	54
<i>Quebec.</i>					
Tadoussac Hatchery		1,800	72		
Gaspé Basin do		1,759	03		
Magog do		1,246	88		
Ristigouche do (Quebec and New Brunswick).....		4,391	26		
				9,197	89
<i>Nova Scotia.</i>					
Bedford Basin Hatchery		4,855	84		
Sydney do		2,622	39		
				7,478	23
<i>New Brunswick.</i>					
Miramichi Hatchery		1,339	08		
St. John River Hatchery		1,512	94		
				2,852	02
<i>Prince Edward Island.</i>					
Dunk River Hatchery					687 17
<i>British Columbia.</i>					
Fraser River Hatchery					5,405 87
GENERAL DISBURSEMENTS.					
Salary of Superintendent of fish culture		2,000	00		
Building of fish-ways, etc.		6,721	08		
				8,721	08
				44,038	80

RECEIPTS.

The collections made during the fiscal year, ending 30th June, 1886, are as follows:—

	\$	cts.
<i>Ontario—</i>		
Rents, license fees and fines	15,917	62
<i>New Brunswick—</i>		
Rents, taxes on nets and fines	4,078	10
<i>Quebec—</i>		
Rents, license fees and fines	2,963	75
<i>Nova Scotia—</i>		
Fishery licenses and fines.	2,166	53
<i>British Columbia—</i>		
— Salmon fishery licenses	922	50
<i>Prince Edward Island—</i>		
License fees	40	00
Total.....	26,088	50

FISHING BOUNTIES.

The total number of claims received by the Department, in 1885, was 14,315, against 12,652 in 1884. Of this number, 110 were rejected for non-compliance with the regulations, and 81 withheld for further enquiry.

The total number of claims paid, in 1885, was 14,124, an increase of 1,657 as compared with 1884.

The total amount of money distributed as fishing bounties among vessels and boats, was \$161,597.39; an increase of \$5,878.41 over 1884.

The number of vessels entitled to the bounty in 1885, was 831, with a tonnage of 32,217 tons, a decrease of 80 vessels and of a tonnage of 2,447 tons as compared with 1884.

The number of boats which received bounty in 1885, was 13,293, against 11,556 in 1884, and the number of fishermen 26,711; an increase of 1,737 boats and 2,805 fishermen over the previous year.

For details of payments to vessels and boats see Appendix No. 2, page 58.

FISH BREEDING.

There are twelve hatcheries under the control of the Dominion Government located as follows:—

ONTARIO—

Newcastle,
Sandwich.

QUEBEC—

Magog,
Tadoussac,
Gaspé,
Ristigouche.

NEW BRUNSWICK—

Miramichi,
St. John River.

NOVA SCOTIA—

Bedford,
Sydney.

PRINCE EDWARD ISLAND—

Dunk River.

BRITISH COLUMBIA—

Fraser River.

No new hatcheries were built during the past year, but considerable repairs were made in the hatcheries at Sydney, Dunk River, St. John River, and Fraser River, and all are now in good working order.

The total number of young fish of various kinds hatched at, and distributed from, the several hatcheries of the Dominion during the season of 1886, from the crop of 1885, amounted to 76,724,000, and the total quantity of ova laid down in all the hatcheries, during the fall of 1886, was 93,224,900.

The kinds of fish at present hatched out in these hatcheries include the Atlantic and Pacific salmon, the whitefish and salmon-trout of the great lakes of Ontario, the pickerel (*doré*), and the speckled or brook trout.

Large shipments of semi-hatched ova of whitefish and salmon-trout were made to Newfoundland and to the Colonial and Indian Exhibition at London.

Complete details and statements connected with fish-breeding operations, during the season of 1886, will be found at Part II of the present report.

REGULATION AND PROTECTION OF THE LOBSTER AND OYSTER FISHERIES.

The lobster fishery shows unmistakable evidence of being overfished. Energetic action cannot longer be deferred for the protection of this industry; either the catch must be prohibited for a few years, a limit placed thereon, or the fishery regulated by means of licenses. The same may be said of the oyster fishery. An exhaustive enquiry carried on during the fishing season, and including an inspection of the fishing grounds and factories is very desirable, to ascertain how the needed protection can best be extended.

DEPARTMENTAL STAFF.

Reference to the appendices annexed to the present report shows that the number of persons employed on the outside staff of this Department during the present year, including the officers and crews of fisheries protection cruisers, was 863. To this number must be added about 25 special fishery guardians employed for short periods during the close seasons, making a total of 888 persons engaged in the protection of the deep sea and inland fisheries of the Dominion.

PROTECTION OF CANADIAN FISHING GROUNDS AGAINST FOREIGNERS.

The United States Government having, in 1883, notified Her Majesty's Government that the fishery articles of the Treaty of Washington would terminate on the 1st of July, 1885, in order to avoid all misunderstandings and difficulties which might otherwise have arisen from an abrupt termination of fishing operations during the middle of the fishing season, a temporary arrangement was entered into between the United States and Great Britain by which the privilege of fishing in Canadian waters was continued to United States citizens until the close of the year 1885.

As a part of this agreement, the President of the United States was to bring the whole fishery question before Congress at its coming session in December, and recommend the appointment of a joint commission for the settlement of the whole fishery question, as well as for the extension and development of trade relations between the United States and British North America.

The President's recommendation was rejected by the Senate.

No other course was then left the Canadian Government but to adopt measures for the protection of its rights, and the following vessels were employed as cruisers during the season of 1886:—

Str. "Lansdowne"	Capt. P. A. Scott, R.N.
(Subsequently replaced by the str. "Acadia.")	
" "La Canadienne"	Capt. W. Wakeham.
Sch. "L. Houlett"	" O. M. Lorway.
" "Terror"	" Thos. Quigley.
" "General Middleton"	" Jas. McLean.
" "F. E. Conrod"	" M. Smeltzer.
" "Critio"	" Wm. McLaren.
" "Lizzie Lindsay"	" L. Pouliot.

The following United States fishing vessels were seized during the season of 1886 for violations of the Treaty rights:—

"D. J. Adams"	Jesse Lewis, owner.
"Ella M. Doughty"	W. A. Doughty "
"Highland Light"	Jno. H. Ryder "

This latter vessel was condemned before the Vice-Admiralty Court of Charlottetown, P.E.I., and purchased by the Canadian Government, to be subsequently employed in the fisheries protection service.

CANADIAN FISHERIES EXHIBITS.

The fisheries exhibits loaned for the London Colonial and Indian exhibition, during the spring of 1886, were returned last March, and are again opened to public inspection in the Victoria Hall, O'Conner Street, Ottawa.

The purchase of this building having been arranged for it is proposed to increase the usefulness and add to the attractions of the exhibition by fitting up a fish hatchery in the basement of the building referred to, which is admirably adapted for the purpose.

A Blue Book relating to the so-called "Fishery question," from its inception to the present time, together with a record of the operations of the protection vessels is in course of publication, and will be available for submission to Parliament at an early date.

I have the honor to be, Sir,

Your obedient servant,

JOHN TILTON,

Deputy Minister of Fisheries.

**STATEMENT of Fines imposed and Amounts received by the Department of Fisheries
for violations of the Fisheries Act and Regulations, during the Year 1886.**

Name.	Nature and Place of Offence.	Amount of Pen- alty.	Amount received by Department	Remarks.
		\$ cts.	\$ cts.	
T. Depuy	Allowing sawdust and mill rubbish to escape into Pine River, Co. Simcoe.....	20 00	10 00	
James Jeratt	Allowing sawdust and mill rubbish to escape into branch of Saugeen River, Co. Bruce	5 00	2 50	
John Bromley	Allowing sawdust to escape into Indian River, Co. Renfrew	20 00	20 00	
H. J. Church	do do	20 00	20 00	
James Dempster	Allowing sawdust to escape into Petawawa River, Co. Renfrew	20 00	20 00	
Stephen Johnston.....	Fishing with a net during close season in the Ottawa River, Co. Renfrew.....	2 00	2 00	
D. Fisher	Allowing sawdust to escape into Saugeen River, Co. Bruce.....	20 00	20 00	
Joseph Maurice	Fishing during close season at Georgian Bay	1 00	1 00	
C. Kilmaster	Catching bass during close season at Long Point, Lake Erie.....	2 00	2 00	
John A. Reid	Fishing with a seine without license in Sul- phur Creek, Co. Haldimand	5 00	2 50	
A. Gordon	do do	5 00	2 50	
Henry Matice	Fishing during close season, Co. Leeds.....	10 00	10 00	
Forrence McFarland.	Allowing sawdust to escape into Nottawa- saga River, Co. Cardwell	15 00	7 50	
John Hughston.....	Allowing sawdust to escape into River Credit, Co. Cardwell	10 00	10 00	
Laurence Hartman...	Fishing illegally in Bob's Lake, Co. Fron- tenac	13 00	9 00	
L. Bédard	do do	4 00	4 00	
J. D. Moore	Neglecting to put fishway in his mill-dam, Thames River	2 50	2 50	
Jabez M. Barnard....	Killing bass during close season on the Thames River	4 00	2 00	
Charles H. Perrin....	do do	4 00	2 00	
Jabez M. Barnard....	Neglecting to keep the fishway in his mill- dam on the Thames River open.....	4 00	4 00	
Harry [Davison &]	Spearing at Lake Scugog..... {	5 00	5 00	
Wm. Hamilton...		5 00	5 00	
Simon Allcock.....	Catching maskinonge during close season in Lake Scugog.....	1 50	1 50	
Abraham Shaver	do do	1 50	1 50	
George Lansing	do do	1 00	1 00	
John Milligan	do do	1 00	1 00	
Jonathan Blong	do do	1 00	1 00	
William Hiscock	do do	1 00	1 00	
Arthur Lazier	do do	1 00	1 00	
George Hines	do do	1 00	1 00	
Ben Lebarre	do do	1 00	1 00	
John Sadler	do do	1 00	1 00	
Herbert Wendt	do do	1 00	.....	Fine still unpaid.
William Sanguine ...	do do	1 00	1 00	
John Varcoe	do do	1 00	1 00	
Hugh Foster	do do	1 00	1 00	
William Stimson	do do	1 00	1 00	
William Savigny.....	do do	4 00	4 00	
Orney Burr	do do	4 00	4 00	
Arthur Sawyer.....	do do	4 00	4 00	
Anthony Benson	do do	1 00	1 00	
Carried forward		225 50	191 50	

STATEMENT of Fines imposed and Amounts received by the Department of Fisheries, &c.—Continued.

Name.	Nature and Place of Offence.	Amount of Pen-	Amount received	Remarks.
		alty.	by Department.	
		\$ cts	\$ cts	
	Brought forward	225 50	191 50	
Henry Billings	Catching Maskinonge during close season in Lake Superior	1 00	1 00	Fine still unpaid.
William Murdock	do do	1 00	1 00	
Ely Jones	do do	1 00	1 00	
James Davison	do do	1 00	1 00	
Joseph Fetcher	do do	1 00	1 00	
John Vickery	do do	1 00	1 00	
Geo. H. Clements	Having fish illegally caught in his possession	1 00	1 00	
G. P. McIntosh	Having salmon-trout caught during close season, at Georgian Bay, in his possession	5 00	5 00	
do .....	.....	25 00	25 00	
Benjamin Beatty	Allowing sawdust to escape into Credit River, Co. Wellington	5 00	2 50	
A. Allbright	do do	5 00	2 50	
John McLeod	Allowing sawdust to escape into Bayfield River, Co. Huron	10 00	10 00	
Mathew Vanorder	Fishing with nets without a license in Cataraqui Bay	10 00	10 00	
John Pettit	Fishing with nets without a license in Big Creek, Burlington Bay	5 00	2 50	
Bernard Swasie	do do	5 00	2 50	
Albert Swasie	do do	5 00	2 50	
John Bolton	Fishing with nets on Sunday in Lake Ontario	2 00	2 00	
John Fletcher	Allowing sawdust to escape into Boyne River, Co. Simcoe	20 00	10 00	
T. Moffatt	Having speared herring in his possession	20 00	10 00	Fine remitted.
Thomas Ness	Spearing fish without license at Lake Simcoe	5 70	2 85	
Lewis Wheeler	do do	5 70	2 85	
Richard Shepherd	do do	2 95	1 48	
Walter Adamson	do do	5 70	2 85	
— Doolittle	do do	2 95	1 48	
— Redley	do do	2 95	1 48	
Leonard Barker	do do	10 00	5 00	
Samuel Wrightman	do do	15 00	.....	Unpaid. 30 days in jail.
E. M. Vomery	do do	2 95	1 48	
Kaliff Mann	do do	2 95	1 48	
William Haffie	do do	2 95	1 48	
Richard Maines	do do	2 95	1 48	
Joel King	do do	2 95	1 48	
John Warner	do do	2 95	1 48	
Robert Rittle	do do	2 95	1 48	
Richard Boyd	do do	2 95	1 48	
William Rao	do do	2 95	1 48	
John Saunders	do do	2 95	1 48	
Francis Brophy	do do	2 95	1 48	
Adolphe Trembly	do do	2 95	1 48	
William Johnston	do do	2 95	1 48	
John Cattle	do do	2 95	1 48	
John Melroy	do do	2 95	1 48	
James King	do do	1 95	98	
W. H. Rose	do do	2 00	2 00	
	Carried forward	448 65	325 17	

STATEMENT of Fines imposed and Amounts received by the Department of Fisheries, &c.—Continued.

Name.	Nature and Place of Offence.	Amount of Pen- alty.	Amount received by Department.	Remarks.
		\$ cts.	\$ cts.	
	Brought forward.....	448 65	325 17	
G. Ford.....	Spearing fish without license at Lake Simcoe	2 00	2 00	
W. A. Sheppard.....	do do	2 00	2 00	
John Connell.....	do do	2 00	2 00	
R. Tillett.....	do do	2 00	2 00	
W. W. Adamson.....	do do	2 00	2 00	
L. Wheeler.....	do do	2 00	2 00	
T. Ness.....	do do	2 00	2 00	
G. Neebitt.....	do do	2 00	2 00	
H. A. Sager.....	do do	2 00	2 00	
John Cromir.....	do do	2 00	2 00	
James Barry.....	do do	2 00	2 00	
John Taylor.....	do do	2 00	2 00	
O. T. Noble.....	do do	2 00	1 00	
J. Parkes, sr.....	do do	2 00	1 00	
J. Parkes, jun.....	do do	2 00	1 00	
J. Cameron.....	do do	2 00	1 00	
G. Thayer.....	do do	2 00	1 00	
Philip Pringle.....	do do	2 00	1 00	
John Smith.....	do do	3 00	3 00	
Edmund Oorner.....	do do	2 00	1 00	
Chs. Massington, sen	do do	2 00	1 00	
Robert Chapelle.....	do do	2 00	1 00	
O. T. Noble.....	do do	2 00	1 00	
Charles Massington, jun.....	do do	2 00	1 00	
James Cleary.....	do do	2 00	1 00	
John Reid.....	do do	2 00	1 00	
Josiah Ledore.....	do do	2 00	1 00	
James Nelson.....	do do	2 00	1 00	
William Johnson.....	do do	2 00	1 00	
Francis Irons.....	do do	2 00	1 00	
Chs. Irons.....	do do	2 00	1 00	
Thomas Welsh.....	do do	2 00	1 00	
John Hales.....	do do	2 00	1 00	
William Doty.....	do do	2 00	1 00	
Christopher Lepard.....	do do	2 00	1 00	
William Sheppard.....	do do	2 00	1 00	
Arthur Eunes.....	do do	2 00	1 00	
George Ford.....	do do	2 00	1 00	
Wm. R. Young.....	do do	2 00	1 00	
Duncan King.....	do do	2 00	1 00	
Elisha Rhyndress.....	do do	2 00	1 00	
O. S. Young.....	Allowing sawdust to escape from his mill into Beaver River, Co. Simcoe.....	10 00	5 00	
O. O. Blake.....	Spearing fish without license at Lake Mem- phremagog.....	5 00	5 00	
William Kimpton.....	do do	5 00	5 00	
Pierre Champigny.....	Seining on Sunday, Yamaaka River.....	5 00	2 50	
Stanislas Girouard.....	do do	5 00	2 50	
Pierre Lamothe.....	do do	2 50	1 25	
E. J. Stewart.....	Fishing on Sunday, Ristigouche River.....	5 00	5 00	
Mr. Oyr.....	Killing bass during close season, Chateau- guay River.....	3 00	.....
Mr. Perrot.....	do do	3 00	.....
Mr. Bourdon.....	do do	1 00	.....
Mr. Descaries.....	do do	1 00	.....
	Carried forward.....	577 15	406 42	

Fines withheld
by Police Magis-
trate.

STATEMENT of Fines imposed and Amounts received by the Department of Fisheries, &c.—Continued.

Name.	Nature and Place of Offence.	Amount of Pen- alty.	Amount received by Department	Remarks.
		\$ cts.	\$ cts.	
	Brought forward.....	577 15	406 42	
Etienne Oouillard....	Killing bass during close season, Chateau- guay River	1 00	.....	} Fines withheld by Police Magis- trate.
Delphis Oouillard....	do do	1 00	.....
Charles Lalumière ...	do do	1 00	.....
C. Beattie	Killing bass during close season at Missis- quoi Bay	2 00	2 00	
W. Pitts.....	do do	2 00	2 00	
H. Borden	do do	2 00	2 00	
F. Lamoureux	do do	2 00	2 00	
Napoléon Blais	Seining during close season, Yamaska River	5 00	2 50	
Joseph Conturier	do do	5 00	2 50	
Abraham Coffin	Fishing salmon illegally at Gaspé Basin ...	1 00	1 00	
Michel Bourque	Netting trout, Co Wolfe.....	5 00	2 50	
J. B. Boileau.....	Fishing during close season, Richelieu River	1 00	1 00	
Régis Latour	Fishing during close season at Sorel	1 00	1 00	
Alexis Latour	do do	1 00	1 00	
Clarie Leblanc.....	Fishing during close season in Brome Lake.	1 00	.....	} One half these fines paid to complainant, & the other half to Clerk of Court.
Napoléon Lajeunesse	do do	1 00	.....
Thaddée Berard	do do	1 00	.....
Richard L. Carter ...	do do	2 00	.....
Howard Honeyman ..	do do	2 00	.....
Edson R. Stevens ..	do do	2 00	.....
James Morash.....	Catching undersized lobsters at North-West Cove, Co. Lunenburg	5 00	5 00	
Jas. Noonan and Jas. Dorey	do do	5 00	5 00	
James Grey	Catching undersized lobsters at Tancook Island.....	5 00	5 00	
John Croft	Dipping for salmon in Gold River, Co. Lun- enburg	8 00	8 00	
Thomas Croft	do do	1 00	1 00	
William Cross	Having undersized lobsters in possession.....	3 00	3 00	
John Penall, jun.....	Barring channel of Gold River with nets....	5 00	5 00	
William Walsh	Barring channel of "Tittle" with nets, Co. Guysboro'	2 00	2 00	
Albert Stewart	Having undersized lobsters in possession, Co. Shelburne	15 00	} 44 80	
do	do do	15 00		
Frederick White	do do	15 00		
Adam Hamilton	do do	15 00		
Abram L. Hatfield ...	Having undersized lobsters in possession, Co. Yarmouth	2 00	2 00	
E. Crosby	Shipping lobsters during close season	5 00	5 00	
J. M. Shand	Having undersized lobsters in possession at Clarke's Harbor, Co. Shelburne	15 00	14 90	
E. Homans	Packing lobsters during close season at Clam Harbor, Co. Halifax	20 00	20 00	
David Richardson....	do do	25 00	25 00	
Ed. Graham.....	Netting salmon during close season in East River, Co. Pictou	10 00	10 00	
Alex. McDonald	Fishing salmon illegally at Middle River, Co. Victoria.....	3 00	3 00	
D. McRae	do do	1 50	1 50	
John Doyle.....	Barring channel of Clyburne's Brook, Co. Victoria	1 00	1 00	
	Carried forward	792 85	587 12	

STATEMENT of Fines imposed and Amounts received by the Department of Fisheries, &c.—Continued.

Name.	Nature and Place of Offence.	Amount of Pen- alty.	Amount received by Department	Remarks.
		\$ cts.	\$ cts.	
	Brought forward.....	792 65	587 12	
Martin Seward.....	Catching alewives during close season at Cow Bay, Co. Halifax.....	2 00	2 00	
James Murray.....	do do	2 00	2 00	
James Murray, jun... ..	do do	1 00	1 00	
Edward Seward.....	do do	2 00	2 00	
John McKinley.....	Catching alewives during close season at Musquodoboit Harbor, Co. Halifax.....	2 00	2 00	
Michael Myers.....	Barring channel of Little River, Co. Inver- ness, with nets.....	6 00	6 00	
Laurent Cormier....	Catching alewives during close time at Margaree, Co. Inverness.....	4 00	4 00	
Pepin Ohlsson.....	do do	4 00	4 00	
John Ohlsson.....	do do	4 00	4 00	
Mederick White... ..	do do	4 00	4 00	
Sylvester Ohlsson....	do do	3 00	3 00	
O. Doucette	do do	3 00	3 00	
Murdock Cameron....	do do	2 00	2 00	
Allan Gillis	do do	2 50	2 50	
A. Gillis	do do	2 50	2 50	
Henry Beasley.....	Having lobsters in possession during close season at Ferguson's Cove, Co. Halifax.....	10 00	10 00	
William Viennen....	Fishing during prohibited hours, British Columbia	5 00	5 00	
Frederick Kaye.....	Fishing with nets without license at New Westminster, B.C.	20 00	20 00	
James Stewart	Having lobsters in his possession during close season, Co. Queen, P.E.I.....	1 00	1 00	
Roderick McRae.....	do do	1 00	1 00	
Théodore Lantz.....	do do	50 00	50 00	
Obediah Heunebrey ..	do do	75 00	75 00	
Duncan Mann.....	do do	1 00	1 00	
do	Having lobsters in his possession during close season, King's Co., P.E.I.....	50 00	.....	Held for collec- tion.
William McWilliams	Canning lobsters during close season, King's Co., P.E.I.....	400 00	.....	Left the country to avoid arrest.
Alfred Higginbotham	Canning lobsters during close season at Murray River, King's Co., P.E.I.	200 00	.....	Committed to jail for one month in default.
David Dauphiné.....	Fishing illegally at Herring Bank, Little Shipigan	3 00	3 00	
W. Falconer.....	Fishing for smelts illegally at Chatham, N.B.	5 00	5 00	
Bruneau Gogain.....	Taking oysters during close season at Co- cagne Bay	5 00	5 00	
Philip Hebert.....	Catching lobsters during close season at Cocagne Bay	10 00	10 00	
Charles Lucas	do do at Casey Cape....	20 00	.....
William Booth.....	Fishing for salmon during close season in Shediac River	10 00	.....
do	Selling illegally caught salmon	20 00	.....
Pascal Hebert	Fishing for smelts without license at Shediac River.....	10 00	30 00	Fine unpaid. Party gone to U.S. A sum of \$20 was paid for profes- sional assistance out of the fines imposed.
Baptiste Poirier.....	do do	10 00	
	Total	1,742 65	847 12	

APPENDIX No. 1.

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SCHEDULE

OF

FISHERY OFFICERS

IN THE

DOMINION OF CANADA.

PROVINCE OF ONTARIO.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
James Dickson.....	Lake Superior, from Pigeon River to Slate Island	Port Arthur.....	Overseer..	100 00
Joseph Wilson	Lakes Superior and Huron, from Slate Island to Collin's Inlet, Georgian Bay	Sault Ste. Marie.....	do ...	200 00
D. A. Cameron	Lake Huron, from foot of Lake George to Little Current, including St Joseph's, Cockburn, Manitoulin and adjacent islands.....	do	do ...	200 00
Solomon James	Georgian Bay, from Waddell's Mill, Collin's Inlet, to Parry Sound, including the mouths of Maganetawan and French Rivers.....	Shawanaga, Parry S.	do ...	100 00
F. M. G. Fraser.....	Georgian Bay, from Parry Sound to Victoria Harbor, including Prince William Henry Island to the mouths of Severn and Muskoka Rivers.....	Victoria Harbor.	do ...	100 00
Samuel Fraser	Georgian Bay, from Victoria Harbor to Allenwood, including Christian Hope, Beckwith and Giant's Tomb islands	Midland	do ...	100 00
Geo. S. Miller.....	Georgian Bay, from Allenwood to Colpoy's Bay.....	Owen Sound.....	do ...	100 00
J. Shackleton.....	Georgian Bay, from Colpoy's Bay to Cape Hurd, and Lake Huron, from Cape Hurd to Stoke's Bay, including the inland waters of the Townships of Albemarle, Eastnor, Lindsay and St. Edmund's, in the County of Bruce.....	Colpoy's Bay.....	do ...	100 00
R. H. Murray.....	Lake Huron, from Stoke's Bay to Pt Clark, including the inland waters of the County of Bruce as far north as the division line between the Townships of Amabel and Albemarle	Allenford.....	do ...	100 00
A. C. McKinnon.....	Lake Huron, from Point Clark to Kettle Point	Goderich.....	do ...	100 00
David McMaster	From Kettle Point, on Lake Huron, to Baby's Point, on river St. Clair....	Sarnia	do ...	200 00
C. W. Raymond	Little Lake, foot of St. Ann's Island, to upper part Lake St. Clair.....	Mitchell's Bay.....	do ..	50 00
	Carried forward			1,450 00

SCHEDULE of the Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF ONTARIO—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward .....	.....	.....	1,450 00
A. Quenneville.....	Lake St. Clair, from division line between Dover, East and West, to Stony Point, including mouth of Thames River.....	Stony Point	Guardian.	20 00
E. Boisnier.....	Lake St. Clair, from Baptiste Creek to mouth of Detroit River.....	Sandwich.....	Overseer..	200 00
Wm. Prosser.....	Lake Erie, from mouth of Detroit River to Point Pelée.....	Leamington.....	do ..	100 00
James Cummins	Point Pelée Island, Lake Erie.....	Kingsville.....	Guardian.	50 00
John McMichael	Lake Erie frontage, County of Kent..	Blenheim	Overseer..	50 00
Alex. McBride.....	do do Elgin.	St. Thomas.....	do ..	50 00
David Sharp.....	Lake Erie, comprising frontage Counties of Norfolk and Haldimand, and extending from division line between Counties of Norfolk and Elgin to division line between Townships of Rainham and South Cayuga.....	Port Ryerse.....	do ..	200 00
W. A. McCrae.....	Lake Erie, from division line between Townships of South Cayuga and Rainham to Moulton Bay, and Grand River, from mouth to Oaledonia.....	Dunnville	do ..	100 00
Peter Price.....	Long Point, Lake Erie.....	St. Williams.....	Overseer..	50 00
J. W. Kerr.....	Lakes Erie and Ontario, from Moulton Bay through Niagara River to Whitby Harbor.....	Hamilton.....	do ..	600 00
Wm. Johnson	Toronto and Ashbrige's Bays.....	Toronto	Guardian.	100 00
Wm. Helliwell.....	Lake Ontario, fronting on County of York.....	Highland Creek	Overseer ..	100 00
Chas. Gilchrist.....	Lake Ontario, fronting on County of Northumberland, and Rice Lake.....	Port Hope.....	do ..	400 00
Charles Wilkins	Bay of Quinté, fronting on County of Hastings, and from Carrying Place eastward to Mill Point, fronting on the County of Prince Edward	Belleville.....	do ..	500 00
Jos. Redmond.....	Lake Ontario, fronting on County of Prince Edward.....	Picton.....	do ..	300 00
A. D. Sills.....	Lake Ontario, fronting on Counties of Lennox and Addington, including inland waters and upper portion of Amherst Island	Napanee.....	do ..	150 00
R. R. Finkle.....	Lake Ontario, fronting the Township of Ernestown, in the County of Lennox and Addington, and lower portion Amherst Island	Bath.....	do ..	50 00
Peter Kiel.....	Lake Ontario waters around Wolfe, Simcoe, Horseshoe and Pigeon Islands.....	Wolfe Island.....	do ..	200 00
Thos. Merritt.....	Lake Ontario, fronting on Townships of Storrington, Pittsburg and Kingston, County of Frontenac, including part of Bay Quinté and River St. Lawrence.....	Kingston.....	do ..	100 00
John Cox.....	Lake Ontario and River St. Lawrence waters around Howe Island.....	Howe Island.....	do ..	50 00
Nassau Acton.....	River St. Lawrence, from Howe Island to Jackstraw Lighthouse, including Gananoque to River	Gananoque.....	do ..	100 00
	Carried forward.....	.....	.....	5,020 00

SCHEDULE of the Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF ONTARIO—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward.....	.....	.....	5,020 00
J. G. Wallace	River St. Lawrence, from Gananoque to Rockport.....	Lanadowne.....	Guardian.	50 00
Henry Hunt	River St. Lawrence, around Larue's Island.....	Rockport.....	do ..	20 00
Joshua Legge.....	River St. Lawrence, from Sheriff's Point to head of Grenadier Island...	Gananoque.....	do ..	50 00
William Pool.....	River St. Lawrence, from Rockport to Prescott.....	Grenadier Island, Rockport.....	Overseer.	50 00
Sydney Pattison	River St. Lawrence, from Gananoque to Brockville	Rockport.....	Guardian.	50 00
John Mooney.....	River St. Lawrence, from Brockville to Cornwall	Prescott.....	Overseer.	200 00
T. McGarity.....	River St. Lawrence, fronting on Counties of Stormont and Glengarry	Cornwall	do ..	50 00
Pierre St. Pierre.....	Ottawa River, from Point Fortune to Wendover, County of Prescott	Point Fortune	Overseer..	50 00
Olivier Miron	South Nation River, County of Prescott	Alfred..	do ..	30 00
W. W. Boucher	Ottawa River, fronting on the Counties of Russell and Carleton	South March	do ..	100 00
John Grant	Ottawa River, fronting on the County of Renfrew, from division line, County Carleton, to Des Joachims, including inland waters.....	Forester's Falls	do ..	100 00
Arch'd Acheson	Ottawa River, comprising Lower Alouette and Oulouge Lakes	Westmeath	do ..	25 00
John McLeod	North shore Lake Nipissing, from northern boundary of Township of Ferris to outlet French River	Sturgeon Falls.....	do ..	100 00
Benj. Sweeny.....	South shore Lake Nipissing to northern boundary of Township of Himeforth and other townships bordering on said waters, including French River	Nipissing	do ..	100 00
E. C. Roper	The waters east of Lakes Muskoka and Rosseau, and south of southern boundary of Townships of Cardwell, Stisted, Chaffey and Sinclair, including Townships of Morrison and Ryde, in Muskoka.....	Bracebridge.....	do ..	100 00
Geo. R. Steele.....	The waters of the Townships of Cowper, Foley, Christie, McDougall, McKellar, Ferguson, Darling, Shawanaga, Burpee, Hagerman, Harrison, Burton, McKenzie, Wallbridge, Brown and Wilson, in Muskoka and Parry Sound	McKellar	do ..	100 00
J. G. Ramsey.....	The waters of the Townships of Chaffey, Cardwell, Stisted, Sinclair, Bethune, Monteith, McMurich, Perry, Spence, Myerson, Armour and Proudfoot, in Muskoka and Parry Sound.....	Huntsville.....	do ..	50 00
	Carried forward .....	.....	.....	4,245 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF ONTARIO—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
	Brought forward.....			\$ cts. 6,245 00
Wm. Lockhart.....	The waters of the Townships of Croft, Chapman, Strong, Jolly, Ferries, Lount, Machar, Laurier, Mills, Pringle, Gurd and Himsworth, in Muskoka and Parry Sound	Denville.....	Overseer ..	50 00
A. H. Smith.....	Lakes Joseph, Rosseau and Muskoka, and all waters west of said lakes to Georgian Bay, and from River Severn, inclusive, to northern boundary of Townships of Humphrey and Conger, in the County of Simcoe, and Districts of Muskoka and Parry Sound	Alport	do ...	50 00
L. S. Sanders.....	North shore, Lake Simcoe and its tributaries, including Couchiching and Holland River	Barrie	do ...	150 00
Wm. Hastings	South shore, Lake Simcoe, from Cook's Bay to Beaverton	Roach's Point.....	do ...	50 00
Wm. McDermot.....	Inland waters, South Riding, County of Simcoe	Beeton.....	do ...	70 00
H. McFayden.....	Head waters, Saugeen River and tributaries	Durham	do ...	40 00
Patrick McCarron ..	Sydenham River and tributaries	Wallaceburg	do ...	100 00
J. B. Moody	North Branch, Sydenham River, from junction with main river at Wallaceburg to source	Waubuno	do ...	100 00
Peter McCann	Thames River, from Thamesville to London	London	do ...	250 00
John Grotty.....	Thames River, from Lewisville to Oashmere	Bothwell	do ...	40 00
Timothy McQueen ..	Thames River, from mouth to Lewisville.....	Chatham	do ...	150 00
W. P. Croome	Grand River and tributaries, from Brantford upwards	Brantford.....	do ...	100 00
W. B. Jelly.....	Inland waters, North Riding, County Wellington	Bowling Green	do ...	40 00
Andrew Hughson....	River Credit, from Orangeville to Norval, together with inland waters in Mono, East Garafraxa, Amaranth, Albion and Luther, to Church's Mills Cataract	Orangeville	do ...	50 00
Robert Stewart	Inland waters, County Cardwell	Claude	do ...	50 00
Wellington Hull.....	Rivers Credit and Speed and their tributaries, in Townships of Eramosa, Erin, Caledon and Esquenessing	Erin	do ...	50 00
Alex. Blakely.....	River Credit, from mouth to Norval, County Halton	Port Credit	do ...	.....
Nelson Simmons.....	Trent River, Counties Northumberland and Hastings	Meyersburg.....	do ...	100 00
J. R. Graham.....	Inland waters, North Riding, County Victoria, north of Sturgeon Lake, and above Fenelon Falls	Victoria Road ...	do ...	100 00
G. B. McDermot	Lake Scugog, including Lindsay or Scugog River to its mouth, in Counties Durham, Victoria and Ontario	Port Perry.....	Overseer..	200 00
George Cochrane....	Inland waters, County Peterborough, including Pigeon, Deer, Salmon Trout, Stony, Sturgeon and Chemong Lakes	Lakefield	do ...	250 00
	Carried orward			8,235 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF ONTARIO—Concluded.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward .....	.....	.....	8,235 00
J. Dancoey.....	Inland waters, East Riding County Peterborough, comprising Gull and Burnt Rivers and tributaries, to- gether with Drag, Eagle, Moose, Bedstone, Orooked and other lakes.	Minden	do ..	100 00
B. H. Sweet.....	Inland waters, County Hastings, north of Townships Lake, Tudor and Grimsthorp	Bancroft.....	do ..	50 00
H. R. Purcell	Inland waters, Townships of Oamden, Portland, Loupboro', Sheffield and Kennebec, in Addington and Fron- tenac	Colebrook.....	do ..	100 00
Robert Gilbert.....	Inland waters, Townships Palmerston, Olairendon, North and South On- nonto and Miller, County Frontenac	Ompah	do ..	100 00
Geo. Lake.....	Inland waters, Townships Bedford, Hinchinbrooke, Olden and Oso, County Frontenac	Tichborne	do ..	50 00
W. H. Johnston.....	Charleston Lake, Gananoque Lake and River, County Leeds	Farmersville.....	do ..	75 00
Jas. Greer.....	From outlet of Charleston Lake, through Woolsey Creek and Gana- noque River, and South Lake and River to Lyndhurst at outlet of Beverley Lake, County Leeds	Warburton	do ..	40 00
Wm. Hicks	Upper and Lower Beverley Lakes, County Leeds	Farmersville.....	do ..	50 00
Geo. Jeacle	Rideau, Upper Rideau, Openicon, Otty and neighboring lakes, County of Leeds	Westport	do ..	100 00
A. E. Mills	Rideau River and Canal, from Poona- malee Locks to Black Rapids	Smith's Falls.....	do ..	50 00
John Murphy.....	South Riding, County Lanark, from the narrows between Upper and Lower Rideau Lakes to Smith's Falls on Rideau Canal	Burgess, Perth.....	do ..	50 00
Eph. Deacon.....	River Tay and tributaries and Fall Ray River, County Lanark	Bolingbroke	do ..	100 00
Jas. McFadden	Mississippi River and Lake, County Lanark	Carleton Place.....	do ..	30 00
Guy Reid.....	Rideau River and tributaries, from Ottawa to Burritt's Rapids, includ- ing River Jock, County Carleton...	Ottawa	do ..	100 00
A. Telfer.....	Bonnechère River and Lakes, County Renfrew	Braeside	do ..	50 00
M. L. Russel.....	Bonnechère River and tributaries County Russell	Renfrew	do ..	25 00
J. R. McDonald.....	Inland waters of Sebastopol, Brude- nell, Radcliffe, Lyndoch and Grat- tan, County Renfrew	Clontarf.....	do ..	50 00
Thos. McKibbin	Mink and Doré Lakes, County Ren- frew	Eganville	do ..	25 00
Geo. Douglas.....	Muskrat Lake and Snake River, County Renfrew	Snake River	do ..	25 00
Jos. Bélanger.....	Calabogie Lake and inland waters, Township of Bagot, County Renfrew	High Falls	do ..	25 00
	Total .....	.....	.....	9,430 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF QUEBEC.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
Wm. Wakeham	Lower St. Lawrence River and Gulf ..	Gaspé Basin	Officer in charge of Fisheries Protec- tion Service in Gulf and Lower St. Lawrence.	1,200 00
L. P. Huot	Lakes Philippe, Gagné, and adjacent lakes, and the Island of Orleans	St. Roch, Quebec		125 00
U. Bhéreur	River du Gouffre to Canard River, County Charlevoix	Murray Bay		50 00
Henri Côté	Lakes in rear of Murray Bay and Bay St. Paul	Bay St. Paul		30 00
Edouard Martin		do		30 00
Jos. Simard		St. Agnes		40 00
Antoine Fillon		Bay St. Paul	do	30 00
L. N. Oatellier	Counties of Chicoutimi and Saguenay	Tadoussac	Overseer ..	200 00
Romuald Maltais	Lake St. John	Alma, Chicoutimi ..	Guardian ..	50 00
Chas. Potvin	do	Roberval	do	50 00
Job Bilodeau	Lake St. John and tributaries, Upper Saguenay	Metabetchouan	do	50 00
Joseph Boily	Escoumains to Bersimis	Mille Vaches	do	50 00
J. O. Bélanger	North Shore River St. Lawrence, from Pointe des Monts to Baie des Roch- ers, including Trinity and Pentecost Rivers	L'Islet	do	150 00
W. McLeod	Western Division Natashquan, includ- ing Rivers Agwanus, Nabissippi and Natashquan	Ste Catherine, Coun- ty Portneuf	do	100 00
G. L. Duguay	Esquimaux Point to Sheldrake River.	Murray Bay	do	200 00
G. Mathurin	Washeecootal Division, comprising the Rivers Kegascha, Musquarro, Washeecootal and Olomanosheeboo	Montmagny	do	200 00
T. Mignault	Moisie District, from Point Jambon to Point St. Charles, including Moisie River	do	Warden ...	200 00
J. Legouvé	St. Augustine Division, from Cape Whittle to Obecatica	Gaspé Basin	do	150 00
W. H. Whitely	Bonne Espérance Division, from Ohe- catica to Blanc Sablon	Bonne Espérance	do	100 00
Ant. Chevrier	Magdalen Islands	Amherst	Overseer ..	100 00
Chas. Asrah	Anticosti Island	Becscie	do	50 00
J. A. Verge	Estuary division, Ristigouche River.	Cross Point	do	300 00
Mich. Archibald	Fluvial division, Ristigouche River, and its tributaries	Matapedia	do	200 00
John Cullen	Paspebiac Point to Maguasha Point...	Carleton	do	200 00
John Phelan	Point Maquereau to Paspebiac Point...	Port Daniel	do	50 00
P. Vibert, jun.	York, Dartmouth and St. John Rivers, Gaspé Basin to Point Maquereau ...	Gaspé Basin	do	300 00
J. J. Letourneau	Cape Chatte to River Ste. Anne des Monts	Ste. Anne des Monts.	do	100 00
J. B. Saucier	From River Blanche to Cape Chatte, including Matane River	Matane	do	100 00
L. E. Grondin	Rimouski to River Blanche	Rimouski	do	100 00
H. Martin	Pointe à la Loupe, Green Island, to Rimouski River (same included)....	do	do	100 00
Carried forward				4,605 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF QUEBEC—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
	Brought forward.....	.....	.....	\$ cts. 4,605 00
Xavier Pelletier	Division line between Counties of L'Islet and Kamouraska to Pointe à la Loupe, Green Island.....	Ste. Anne de la Pocatière	Overseer..	100 00
F. C. Garen	Point Lévis to division line between Counties of L'Islet and Kamouraska	L'Islet	do ...	200 00
George Gagnon	Inland waters, County Témiscouata ..	St. Hubert.....	Warden ...	80 00
Philias Dubé	Lake Témiscouata and neighboring waters, County Témiscouata	Notre Dame du Lac..	do ...	75 00
Alfred Blais	Lake Matapédia and River Matapédia to Causapsal	Causapsal	Overseer..	100 00
Pierre Latraverse. ...	That part of the River St. Lawrence bordering on the Counties of Richelieu, Yamaska and Berthier, including Sorel and adjoining islands ...	Sorel	Warden ...	100 00
J. W. Hanson	River St. Lawrence, fronting on the County of Berthier.....	Berthier (<i>en haut</i>) ...	Overseer..	250 00
J. O. Dion.....	Richelieu River, from Sorel to Richelieu Village	Chambly	do ...	150 00
J. B. Chevalier	Richelieu River, from St. John to Lake Champlain	Iberville.....	do ...	150 00
J. F. Picotin.....	St. Francis River	Drummondville	Warden ...	150 00
N. A. Beach	Lake Memphremagog, in the Counties of Stanstead and Brome	Georgeville.....	Overseer..	100 00
Traité Marchessault..	Brome Lake	Knowlton	Warden ...	50 00
P. C. Bourk	Inland waters, County Mégantic.....	Somerset.....	Overseer..	75 00
J. Laberge	River Châteauguay, from mouth to village	Châteauguay Basin ..	do ...	100 00
John Kelly	That part of River St. Lawrence and Lake St. Francis fronting on Counties Beauharnois and Huntingdon...	Beauharnois	do ...	100 00
P. E. Luke	Missisquoi Bay, in Lake Champlain, and Pike River	Philipsburg	do ...	50 00
P. W. Nagle.....	The town of Sherbrooke and County Stanstead	Sherbrooke	do ...	50 00
Joel Shurtleff.....	County of Compton	Compton	do ...	50 00
A. L. Darche	Counties of Richmond and Wolfe.....	Sherbrooke	do ...	50 00
J. B. McDonald.....	Lake Mégantic	Echo Vale.....	do ...	100 00
V. Veilleux.....	Inland waters, County of Beauce.	St. Ephrem de Tring.	Warden ...	40 00
Odilon Lacoursière...	Inland waters, County of Champlain.....	St. Tite	Overseer ..	75 00
Jos. Desautels.....	Inland waters, Counties St. Maurice and Maskinongé.....	Shawenegan.....	do ...	75 00
Jos. Lambert.. ..	St. Lawrence River, fronting on County St. Maurice.....	Three Rivers	Guardian.	50 00
Wm. Ritchie	Inland waters, County Montcalm.....	Chilton	Overseer ..	75 00
J. L. Martel	Inland waters, County Joliette.....	St. Alphonse.....	do ...	75 00
Joseph Gingras	Yamaska River.....	Rivière David	do ...	25 00
Joseph Hurteau.....	Verchères and L'Assomption Counties	Contrecoeur	do ...	50 00
S. A. Grant	That part of St. Lawrence River fronting on Counties of Berthier and Maskinongé	Louiseville	Guardian.	40 00
Joseph Boivin.....	St. Lawrence River, front Point Beaudet to Côteau Landing, including River Beaudet	River Beaudet	Overseer ..	50 00
John Morris.....	River St. Lawrence, around Island of Montreal	St. Lambert	do ...	200 00
Julien Monpetit.....	River St. Lawrence, around Isle Perrot.....	Isle Perrot.....	do ...	50 00
	Carried forward .....	.....	.....	7,410 00

SCHEDULE of Fishery Officers in the Dominion—Continued.

PROVINCE OF QUEBEC—Concluded.

Name.	District.	Post Office Address.	Rank.	Salary.
	Brought forward.....			\$ cts.
				7,440 00
Joseph Lauzon.....	Rivers Jesus and Des Prairies	Terrebonne	Overseer .	150 00
Toussaint Cloutier...	Inland waters of Terrebonne, and part of Argenteuil	St. Sauveur.....	do ...	100 00
Alexander Beaton...	Inland waters in rear of County of Argenteuil.....	Lost River P.O., Har- rington.....	do ...	30 00
R. W. Jones	Ottawa River, from Oka to Carillon, north side	St. Andrews.....	do ...	40 00
Theo. Sabourin.....	Ottawa River, from Oka to Carillon, south side	Rigaud.....	do ...	100 00
Jos. Marion.....	County of Ottawa	Hall.....	do ...	300 00
Robert Joynt.....	Lake Bernard, County of Ottawa.....	Joynt P.O.....	Guardian.	50 00
James Mohr.....	The waters of the County of Pontiac, from Ottawa County line west to River Coulonge.	Onslow	Overseer .	40 00
J. T. Coghlan.....	The waters of the County of Pontiac, from River Coulonge west to Des Joachims.....	Waltham.....	do ...	50 00
	Total.....			8,300 00

PROVINCE OF NOVA SCOTIA.

W. H. Rogers.....	Nova Scotia.....	Amherst.....	Inspector of Fisher- ies	1,800 00
A. C. Bertram	Cape Breton Island	North Sydney.....	Fishery Officer.	500 00
	<i>Annapolis County.</i>			
W. T. Carty.....	Annapolis County	Annapolis	Overseer .	120 00
A. F. Morton	Annapolis County	Wilmot	Warden ..	25 00
Geo. Vroom	Bear River, south side.....	Bear River.....	do ..	25 00
Wm. Croscup	Bear River, north side.....	Granville.....	do ...	25 00
W. A. Rice.....	Annapolis River.....	Bridgetown	do ...	25 00
W. M. Bailey	Lovett's Brook.....	Round Hill	do ...	25 00
M. Riordan	Annapolis and Langille Rivers	Annapolis	do ...	25 00
T. R. Hsley	From Lawrence to County Line.....	Lawrencetown	do ...	25 00
Albert Barteaux	Nictaux River	Nictaux Falls.....	do ...	25 00
	<i>Antigonish County.</i>			
John McDonald.....	Antigonish County.....	Doctor's Brook.....	Overseer..	150 00
Angus McDonald	From mouth of Harbor to foot of Marsh, thence up Tracadie stream to lake, from Marsh up to Monastery Brook, including French Settlement Brook and Tarbitts.....	Tracadie	Warden ..	25 00
	Carried forward			2,795 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
	Brought forward.....			\$ cts. 2,795 00
	<i>Antigonish County—Continued.</i>			
J. R. Aymer.....	From mouth of Harbor to Forks, from thence on the Pomquet River to V. Chisholm's Mills, and from Forks on the Black River to Falls	Pomquet Forks, Antigonish	Warden ...	25 00
Albert Randall	From shore to lake.....	Bayfield.....	do ...	15 00
Colin Chisholm.....	From Antigonish Harbor to McWilliams or St. Andrew's Bridge.....	Lower South River, Antigonish.....	do ...	25 00
Lauchlin Cameron...	From McWilliam's Bridge to Fraser's Bridge, including Big Brook.....	Upper South River, Antigonish	do ...	30 00
John Cumming.....	From Fraser's Bridge to County line at head of lake.....	Upper South River, Antigonish	do ...	20 00
John Dexter.....	From Antigonish Harbor (foot of March) to Trotter's Mill Brook, thence up said Brook to Trotter's Mills, including both branches of West River and Bailey's Brook ...	Antigonish	do ...	30 00
Donald Chisholm	From Trotter's Mill Brook to W. Thompson's Dam	Salt Springs, Antigonish	do ...	25 00
Alex. Macadam.....	From Thompson's Dam to Addington Forks Bridge	West River, Addington Forks, Antigonish	do ...	25 00
Duncan Fraser.....	From Pinkeytown Bridge to Stewart's Mills	St. Joseph.....	do ...	20 00
James Chisholm.....	From Campbell's Rock, on Pomquet River, to V. Chisholm's Mill on the Eastern Branch and to Alexander McDonald's Mill on the Western Branch	St. Andrew's.....	do ...	25 00
Arch. McDougall	From John McDonald (Bun's) Cove, north side of Cape George, to Orobobing Head, St. George's Bay	McNair's Cove, Cape George	do ...	25 00
Alex. McDonald	West River, from Forks Bridge to Pinkeytown Bridge, including Jones' River and Beaver River.	Addington Forks..	do ...	25 00
	<i>Cape Breton County.</i>			
Francis Quinan..	From Low Point to South Head of Cow Bay, and north side of Mira Bay, including Salmon and Sydney Rivers	Sydney.....	Overseer .	120 00
Wm. Burke.....	Mira Bridge and Trout Brook.....	Burke's Bridge, Mira River.....	Warden ...	25 00
John McEachen.....	Salmon River	Grand Mira, Arichat	do ...	25 00
Donald McDonald....	Sydney River and Forks	Sydney Forks.....	do ...	45 00
Alex. McLean.....	Mill Brook.....	Boisdale.....	do ...	20 00
York Barrington.....	North and East Bay to Head of Sydney River, including part of Boularderie Island	Sydney Mines.....	Overseer..	120 00
	Carried forward.....			3,440 00

SCHEDULE of Fishery Officers in the Dominion—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward.....			3,440 00
	<i>Cape Breton County—Continued.</i>			
M. Fleming.....	Little Bras d'Or District.....	Little Bras d'Or.....	Warden...	25 00
Alex. McDonald...	South of East Bay to Salmon River....	East Bay.....	Overseer..	120 00
Allan McAdam.....	Eskasoni.....	Eskasoni.....	Warden...	25 00
Angus Morrison...	Marrion Bridge, Mira.....	Marrion Bridge, Mira	do ..	25 00
M. McLellan.....	Rory Brack's Brook.....	Rory Brack's Brook.	do ..	25 00
P. Keefe.....	North-West Brook, Grand Lake and tributaries.....	Lingan.....	do ..	25 00
Donald McCormack.	Leitch's Creek and George's River	Leitch's Creek.....	do ..	25 00
D. J. McNeill.....	Benacadie River and lake.....	Benacadie River.....	do ..	25 00
Arch. McDonald.....	Bell's Creek	Bell's Creek.....	do ..	20 00
James P. Burke.....	Main à Dieu and Mira Bay.....	Main à Dieu.....	Overseer..	120 00
	<i>Colchester County.</i>			
R. J. Pollock.....	Stewiacke River (lower portion).....	Lower Stewiacke....	Overseer..	100 00
T. Johnson.....	Salmon River.	Salmon River, Truro	Warden...	25 00
George Fulton.....	Stewiacke River (upper portion).....	Stewiacke River, Brookfield	do ..	25 00
H. Gass	Northern Division, County Colchester, comprising Tatamagouche Bay, French and Waugh's Rivers.....	Tatamagouche.....	Overseer..	50 00
J. W. Davison	Colchester County, Western Division	Upper Economy.	do ..	100 00
Daniel McKay	Waugh's River.....	Tatamagouche River	Warden...	40 00
Robert K. Fulton....	De Bert River.....	Folly Village.....	do ..	25 00
George Moore.....	Economy River	Economy.....	do ..	25 00
Mat. G. Murray.....	Salmon River.....	Truro.....	do ..	25 00
Henry Blair	Eastern Division, County Colchester.	North River	Overseer..	100 00
Henry Urquhart.....	Folly River.....	Folly Village.....	Warden...	25 00
Samuel Frame.....	Shubenacadie River and Gay's River.	Shubenacadie River.	do ..	25 00
Edw. Rutherford.....	Stewiacke River	Stewiacke	do ..	25 00
Hibbert Corbett.....	Harrington and North River.	Five Islands.....	do ..	35 00
Jesse Fulmer	East and Bass Rivers.	do	do ..	25 00
A. O. B. Johnston....	Lower Stewiacke River.....	Middle Stewiacke....	do ..	25 00
Henry W. Fulton...	Portapique River.....	Portapique River.....	do ..	30 00
	<i>Cumberland County.</i>			
G. W. Gilroy	Cumberland County, Eastern Division, embracing all streams emptying into the Straits of Northumberland.	Oxford.....	Overseer..	100 00
Thos. R. Smith	Shinimicas River.....	Shinimicas River.....	Warden...	25 00
Elijah Fowler	Cumberland County, Western Division, including all streams flowing into the Bay of Fundy.....	Parrsboro'	Overseer..	130 00
Isaac Logan.....	Laplanché and Nappan Rivers.....	Amherst.....	Warden...	25 00
Moses Harrison	Maccan River.....	Maccan	do ..	25 00
Joe Porter	River Hebert	River Hebert.....	do ..	25 00
Francis L. Jenks....	Parrsboro' Head	Parrsboro'	do ..	25 00
Wm. Murphy	Wallace River.....	Wallace	do ..	30 00
Samuel McPherson...	Pugwash River	Pugwash River.....	do ..	25 00
Sydney Smith	Apple River	Advocate Harbor.....	do ..	25 00
A. W. Wills.....	Smelt and Oyster, at Pugwash.....	Pugwash	Overseer..	100 00
	Carried forward.....			5,115 00

SCHEDULE of Fishery Officers in the Dominion—Continued.

PROVINCE OF NOVA SCOTIA—Continued

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward.....			5,115 00
	<i>Digby County.</i>			
Wm. Hanley	Digby County	Digby	Overseer...	120 00
Abraham L. Gavigl...	Joggins River.....	do	Warden	25 00
Lochlin McKay.....	St. Mary's Bay.....	St. Mary's Bay	do ...	25 00
Robert Journey	Sissaboo River	Weymouth	do ...	25 00
Jas. A. Collins.....	Western Division of Digby County, Long and Brier Islands.....	Westport.....	Overseer...	120 00
	<i>Guyaborough County.</i>			
James A. Tory	Guyaborough County	Guyaborough	do ...	150 00
James Cook	Salmon River, from mouth to Gra- ham's West Line.	Salmon River	Warden ...	25 00
James McEllum.....	From Graham's West Line to foot of Neil's Lake, including North Branch and Lake	do	do ...	25 00
Charles Kenny.....	From foot of Neil's Lake to Beaver Dam Lake, inclusive, and all the lakes through which it passes.....	Salmon River, West Branch, Guyaboro'	do ...	15 00
Donald Gunn.....	From mouth of Scott's Place to Country Harbor Lake, including Gunn's Brook, from Main River to Hurley's Lake.....	Cross Roads.....	do ...	30 00
William Pride.....	From mouth of St. Mary's River to Sinclair Point, including stream from Wine Harbor to Lake.....	Sh'rbrooke, St. Mary's	do ...	30 00
Thomas McKeen.....	From Forks to County Line, includ- ing McQueen's Mill and Brook, to Lake	Melrose.....	do ...	30 00
J. L. Smyth.....	From Forks to Indian Man's Brook....	West River	do ...	25 00
Robert McKay	From head of tide to head of Inter- vale, on the North Branch, and to Cameron's Mill, on the Valley Branch	Guyaborough, Inter- vale.....	do ..	15 00
James R. Bruce.....	From mouth of Olam Harbor River to Upper Falls	Guyaborough.....	do ...	10 00
D. A. McDonald	St. Mary's River	St. Mary's River, Sherbrooke	do ...	40 00
Allan McQuarrie.....	District of St. Mary's.....	Sherbrooke.....	Overseer..	100 00
Adam Kirk	St. Mary's River, extending from Alex Ross' (above still waters) to Hugh Halters', on the West River.....	Glenelg	Warden ...	30 00
Wm. McDonald.....	St. Mary's River.....	Stillwater	do ...	25 00
D. McO. Sinclair.....	From Sinclair to Headwaters.....	Goshen.....	do ...	20 00
Alex. Manson.....	St. Mary's River, from Wallace's Lake to Fisher's Mill Dam.....	St. Mary's River	do ...	25 00
D. Cameron, sen.....	West River, St. Mary's, from Wallace Bridge to head of river	Upper Caledonia.	Warden ...	20 00
Frederick Mattie.....	Tracadie River, to Counties of Guya- borough and Antigonish	Tracadie, County of Antigonish	do ...	15 00
Angus Cameron	East River, St. Mary's	East River	do ...	25 00
John Jones	Mouth of Salmon River.....	Mouth of Salmon River	do ...	25 00
	Carried forward.....			6,110 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
	Brought forward.....			\$ cts. 6,110 00
	<i>Guysborough County—Concluded.</i>			
James Henderson	Isaac Harbor and River	Isaac Harbor	Warden ...	25 00
Samuel Hudson (Lewis' son).....	Country Harbor River, from Bridge at Narrows to mouth.....	Country Harbor	do ...	25 00
	<i>Halifax County.</i>			
Geo. Rawlings.....	Halifax County, East Division, Dart- mouth to Ecum Secum.....	Musquodoboit Harbor	Overseer .	150 00
James Blakely.....	From Ship Harbor to Chezzetcook, inclusive	Ship Harbor	Warden ...	30 00
Nathaniel McKiel	Sheet Harbor	Sheet Harbor.....	do ...	40 00
John Fitzgerald	Halifax Harbor to Margaret Bay, Portuguese Cove.....	Portuguese Cove.....	Overseer ..	150 00
Archibald Kidston...	From Peggy's Cove to Terrence Bay, Nine Mile and Prospect Rivers.....	N. W. Arm, Halifax.	Warden ...	40 00
Nathaniel Mason.....	From Hubert's to Peggy's Cove, Mar- garet Bay, Ingraham and Indian Rivers	Peggy's Cove	do ...	75 00
Daniel Mosher.....	Cow Bay Run	Cow Bay, Dartmouth	do ...	20 00
Donald McOleam	Chezzetcook River.....	Chezzetcook River...	do ...	30 00
James E. Whitman .	Salmon River	Salmon River.....	do ...	30 00
Geo. McLeod	Middle Musquodoboit River.....	Little Musquodoboit.	do ...	30 00
P. Hughes.....	Tangier River	Taggier River	do ...	25 00
Henry A. Shatford...	Pennant River	Hubbard's Cove	do ...	40 00
Robt. Stevens	Musquodoboit Harbor	Musquodoboit Harbor	do ...	30 00
Wm. Burris.....	Little Musquodoboit River.....	Little Musquodoboit River	do ...	30 00
Chas. G. Henry	Upper Musquodoboit River	Upper Musquodoboit	do ...	30 00
John Fraser	Moser's River and Ecum Secum and Smith's Brook	Moser's River.....	do ...	30 00
Geo. Keiker	Lake Porter and streams.....	Lake Porter.....	do ...	30 00
Wm. Geo. Walker...	Little Salmon River.....	Little Salmon River, Preston Road.....	do ...	20 00
John Macdonald	Big Salmon River, or Lawrencetown River	Lawrencetown	do ...	25 00
F. G. Tolson	Sackville River.....	Sackville River.....	do ...	40 00
Chas. Conrad	Cole Harbor.....	Cole Harbor.....	do ...	40 00
O. P. Fraser	Ecum Secum River.....	Ecum Secum, County Guysboro'	do ...	25 00
	<i>Hants County.</i>			
P. S. Burnham.....	Hants County, Western Division, from Western County Line to Walton ...	Windsor.....	Overseer ..	100 00
John B. Colter	Shubenacadie River.....	Milford	Overseer .	30 00
James Mosher.....	Rivers Meander and Hebert, from mouth to source.....	Brooklyn.....	Warden ...	30 00
T. B. O'Brien.....	East Division, from Walton to Col- chester Line	Maitland.....	Overseer..	100 00
Noah Mosher.....	Kennetcook River, from mouth to head of tide.....	Mosherville.....	Warden ...	50 00
James M. O'Brien....	Walton and Kennetcook Rivers.....	Maitland.....	do ...	30 00
	Carried forward			7,460 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Post Office Address	Rank.	Salary.
				\$ cts.
	Brought forward.....	.....	.....	7,480 00
	<i>Inverness County.</i>			
James Goady.....	Inverness County, East Division	S. W. Margaree.....	Overseer ..	100 00
David Ross.....	do do	N. E. Margaree.....	do ...	100 00
Miles McDaniel	From mouth of Margaree River to South-west Ohapel	Forks, Margaree	Warden ...	25 00
Neil McKay	Upper waters and tributaries, Margaree River	N.W. Margaree River	do ...	25 00
D. F. McLean.....	Inverness County, Western Division.	Port Hood.....	Overseer..	150 00
Peter Benvie.....	Mabou River	Mabou, Brook Village	Warden ...	25 00
M. B. McDonald	River Dennis	River Dennis	do ...	25 00
David Dowling.....	River Inhabitants.....	Riverside.....	do ...	25 00
Peter McEachern	do	Glendale.....	Overseer..	100 00
John McLean.....	Big River.....	Strathlorn	Warden ...	25 00
Peter Gillies.....	do	S. W. Mabou	do ...	25 00
Moses Murphy.....	Ainslie Lake.....	N. E. Margaree	do ...	25 00
Angus McKinnon....	Crowdis Bridge to head of river.....	do	do ...	25 00
Daniel McDermid....	From his own residence to Big Intervale.....	do	do ...	25 00
Mark Crowdis	From Bridge to Forks, North-east Margaree River.....	Big Intervale	do ...	25 00
William Hart, jun....	From Crowdis Bridge to Warden McDermid's residence.....	N. E. Margaree	do ...	25 00
Daniel McLennan (Blacksmith's Son)	River Dennis and Basin.....	River Dennis	do ...	25 00
Angus McFarlane (Angus' Son).....	Upper South-west Margaree Rivers.....	Upper S.W. Margaree River.....	do ...	25 00
John P. McFarlane..	Margaree Harbor	Margaree	do ...	25 00
Stephen Graham.....	Long Point and Judique Rivers	Long Point.....	do ...	25 00
Mardock McDougall.	Trout River.....	Lake Ainslie.....	do ...	20 00
	<i>King's County.</i>			
James S. Miller.....	King's County.....	Canning.....	Overseer..	125 00
W. McIntyre.....	Annapolis River.....	Aylesford.....	Warden ...	50 00
R. F. Reid.....	King's County.....	Wolfville.....	Overseer..	125 00
O. E. Bishop.....	Gaspereaux River.....	Horton.....	Warden ...	30 00
Joseph Angus.....	do	Wolfville.....	do ...	30 00
Philip Brown.....	Blomidon.....	Blomidon.....	do ...	30 00
J. W. Thorpe.....	Hall's Point to Cape Split.....	Hall's Harbor.....	do ...	30 00
	<i>Lunenburg County.</i>			
David Evans.....	Lunenburg County, East Division, Middle, Gold, Martin's and Mushamush Rivers.....	Chester.....	Overseer..	100 00
Jacob Meisener.....	Eastern River.....	do	Warden ...	25 00
Isaiah Bosancon.....	Middle River.....	Chester Basin.....	do ...	25 00
David Damon.....	Lower Gold River.....	Lower Gold River.....	do ...	25 00
John Hutt.....	Middle Gold River.....	Beach Hill, Chester..	do ...	25 00
Edward Boylan.....	Gold River, Upper.....	New Ross.....	do ...	25 00
Jas. Langille.....	Martin's River.....	Chester.....	do ...	25 00
Hy. St. Jost.....	Lunenburg County, West Division.....	Lunenburg	Overseer..	100 00
	Carried forward .....	.....	.....	9,100 00

SCHEDULE of Fishery Officers in the Dominion—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward.....			9,100 00
	<i>Lunenburg County—Concluded.</i>			
Chas. Pernette.....	From mouth of La Have River to Wilkie's Cove	Lunenburg.....	Warden ...	25 00
J. E. Godard.....	La Have River.....	Bridgewater.....	Overseer..	100 00
Jas. Mossman.....	From Henry Koch's to Knock's.....	Lunenburg.....	Warden ...	25 00
Geo. Burns.....	Knock's to source of La Have River..	Bridgewater.....	do ...	25 00
John Andrews.....	Musamush River.....	Mahone Bay.....	do ...	25 00
Geo. A. Nesbitt.....	Petite River mouth to Wallace Brook	Petite River.....	do ...	25 00
Elie Hebb.....	do from Wallace Brook to source.....	Hebb's Cross, West Conquerall.....	do ...	25 00
William Croft.....	East Gold River, from Bongard's Point to Gold River Branch, thence to Clarke's, Clinton's and Henry's Lakes	Chester Basin.....	do ...	25 00
J. H. Keddy.....	Larder's River	New Ross.....	do ...	25 00
Patrick Cooney.....	East Branch Middle River.....	East Branch, Middle River	do ...	25 00
	<i>Pictou County.</i>			
D. G. McDonald	Pictou County, East Division, including Sutherland's, French and Barney's Rivers, Bailey's Brook and Shore Fishery, from Pictou Harbor eastward to County Line.....	Lismore.....	Overseer..	170 00
William Turner.....	Barney's River.....	Avondale.....	Warden ...	25 00
Donald McDonald....	Sutherland's River.....	New Glasgow.....	do ...	25 00
Donald McLean.....	Bailey's Brook.....	Bailey's Brook.....	do ...	20 00
Robt. Sutherland	Pictou County, West Division, including Middle, East, West, Cariboo, Toney and John Rivers.....	River John.....	Overseer..	140 00
Wm. McDonald.....	French River.....	French River.....	Warden ...	25 00
Peter Campbell.....	East River.....	New Glasgow.....	do ...	25 00
Alex. Douglas.....	Middle River	Alma.....	do ...	25 00
Thos. Cameron.....	West River	Middle River.....	do ...	25 00
John McKay.....	River John.....	River John.....	do ...	25 00
Geo. McKenzie.....	Cariboo River	Lower Cariboo River	do ...	25 00
D. A. Murray.....	Barney's River, from McDonald's Bridge to Head	Avondale.....	do ...	25 00
Samuel Fraser.....	Grant's Factory to East Branch Lake	Bridgeville.....	do ...	25 00
Donald Fraser.....	Fork and West Branch Lake	Hopewell.....	do ...	25 00
Chas. Macdougall....	East River of St. Mary's and Garden Lake	Garden of Eden.....	do ...	20 00
Thos. Fraser.....	East River, from Tide Head to Grant's Factory	Island Hopewell.....	Warden ...	25 00
Allan Cameron.....	East Branch Barney's River, from Sutherland's Marshy Hope to Barney's River	Kenzeerville, Barney's River	do ...	25 00
A. C. Pritchard.....	Central Pictou County, including Middle, East and West Rivers	New Glasgow.....	Overseer..	150 00
A. F. Campbell.....	Pictou Island.....	Pictou Island.....	Warden ...	25 00
	Carried forward			10,285 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Rank.	Salary.
				\$ cts.
	Brought forward .....	.....	.....	10,285 00
	<i>Queen's County.</i>			
S. T. N. Sellon.....	Queen's County	Liverpool	Overseer..	225 00
Theodosius Ford.....	Milton Bridge up to Port Liverpool River	Milton	Warden ...	60 00
John Fitzgerald ...	From Steam Mills to Salter's Falls on Port Medway River	Mill Village	Overseer..	100 00
Barnabas Miles	Salter's Falls to Pawa Hook, on Port Medway River.....	Greenfield	Warden ...	30 00
	<i>Richmond County.</i>			
Duncan Cameron	Eastern Division, from River Bourgeois to east boundary of County, including said river.....	St. Peter's	Overseer ..	125 00
John Murchison.....	Grand River.....	Grand River.....	Warden ...	30 00
Francis Marneau	Western Division, from River Bourgeois to west boundary of County...	Arichat	Overseer ..	125 00
P. W. Grouchy	Descousse River	do	Warden ...	30 00
John Procter, sen.....	Inhabitants River	Port Hawkesbury ...	do ...	20 00
Abraham Sampson...	Petit de Grat Inlet	Petit de Grat	do ...	30 00
Justinian Sampson...	L'Ardoise	L'Ardoise	do ...	30 00
Charles Grant	River Inhabitants	River Inhabitants....	do ...	30 00
Allan McRae	West Bay, Black River.....	West Bay	do ...	30 00
Farquhar McPherson	River Moulin	River Moulin, Grandigue Ferry	do ...	30 00
Patrick Kyte	River Tier.....	River Tier, St. Peters	do ...	25 00
Felix Gerrair	Grand Ruissseau	Arichat	do ...	25 00
William Kehoe	False Bay and Breen's Brook	River Bourgeois.....	do ...	25 00
	<i>Shelburne County.</i>			
Wm. John McGill ...	Shelburne County	Shelburne	Overseer ..	125 00
M. Greenwood	Round Bay River and Indian Brook...	Clyde River	Warden ...	30 00
Timothy Acker	Birchtown River.....	Birchtown	do ...	30 00
George Ryer	Roseway River	Shelburne	do ...	50 00
O. A. Holden	Ogden's Brook and Indian River	Jordan River	do ...	50 00
Michael Kehoe	Green Harbor	Lockeport	do ...	20 00
P. Orowell	Barrington River	Barrington	do ...	20 00
F. G. Nichol	Clyde River	Clyde River	do ...	20 00
E. S. Goudey.....	do to Yarmouth County Line	Barrington	Overseer ..	100 00
	<i>Victoria County.</i>			
Malcolm McIntosh ...	Victoria County, North Division, from Snoky Head to Bay St. Lawrence .	Aspy Bay	Overseer ..	120 00
Donald McRae, jun. .	Victoria County, South Division.	Baddeck	do ...	120 00
Donald McLeod	River St. Ann's	St. Ann's River	Warden ...	30 00
John McLellan.....	Middle River	Middle River.....	do ...	25 00
John McRae (Rory's son)	Middle River, Upper Settlement	McLeod	do ...	25 00
Donald McQuarrie ..	do	Baddeck	do ...	25 00
Chris. McKenzie	do	do	do ...	25 00
	Carried forward .....	.....	.....	12,000 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Concluded.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward.....			12,060 00
	<i>Victoria County—Concluded.</i>			
Archd. McDonald.....	South Branch, Middle River.....	Aspy Bay.....	Warden...	25 00
Donald McMillan.....	Baddeck River.....	Baddeck.....	do...	25 00
Donald McAuley.....	do.....	do.....	do...	25 00
Donald McRae.....	Baddeck River and tributaries.....	do.....	do...	25 00
George Ingraham.....	From Baddeck to Head of Long Point	do.....	do...	25 00
Francis McGregor.....	Entrance of Baddeck River.....	Hunter's Mountain...	do...	25 00
Michael McDougall..	Washabuck River.....	Washabuck River....	do...	30 00
Kenneth McRae.....	Indian Brook.....	Middle River.....	do...	30 00
Roderick Beaton.....	Hume's River.....	St. Patrick's Channel	do...	30 00
William Foyle.....	Peter's Brook.....	Baddeck River.....	do...	30 00
Donald Finlayson.....	Middle River.....	Middle River.....	do...	25 00
Donald Bochaman.....	Barachois River.....	Barachois River.....	do...	30 00
Malcolm McIver.....	Indian Brook.....	Indian Brook.....	do...	30 00
Archd. McDonald.....	North Harbor.....	North Harbor.....	do...	25 00
Thos. Capstick.....	Salmon River, Bay St. Lawrence	Bay St. Lawrence....	do...	25 00
Robert Hellen.....	Cape North.....	Cape North.....	do...	30 00
John McPherson.....	Aspy Bay.....	Aspy Bay.....	do...	25 00
Donald McRae.....	Red Head, Baddeck.....	Red Head, Baddeck..	do...	25 00
Andrew Watson.....	Baddeck River.....	Baddeck.....	do...	25 00
Thos. Donovan.....	Oolyburn Brook.....	Ingonish.....	do...	25 00
John S. McNeill.....	From Grand Narrows to McKay Point	Grand Narrows.....	do...	25 00
	<i>Yarmouth County</i>			
Enos Gardner.....	Yarmouth County.....	Tusket.....	Overseer..	150 00
J. A. Hatfield.....	From Lower Narrows, Tusket River, to County Line.....	do.....	Warden...	80 00
William Kavanagh..	Gurill's Bridge to Coldstream.....	do.....	do...	25 00
Eustache Nickerson..	Salmon River.....	Yarmouth.....	do...	25 00
Jérôme Doucet.....	Tusket River.....	Tusket.....	do...	30 00
Vital Mius.....	Tusket Forks.....	Tusket Forks.....	do...	25 00
Joseph M. White.....	Eel Lake.....	Eel Lake.....	do...	25 00
Wm. Thurston, sen..	Cheggoggin River.....	Cheggoggin.....	do...	25 00
J. I. Brand.....	Pubnico and Argyle.....	West Pubnico.....	do...	25 00
Geo. H. Robertson...	Sea shore from Chebogue Point to Olgy County Line.....	Yarmouth.....	Overseer..	100 00
James Jeffery.....	From Chebogue Point to Cheggoggin Point.....	Overton.....	Warden...	25 00
Z. Porter.....	Beaver River.....	Beaver River.....	do...	25 00
John McCharles.....	South Gut, Ste. Ann's.....	S. Gut, Ste. Ann's...	do...	25 00
John McRae.....	Gold Diggings, Middle River.....	Gold Diggings, Mid- dle River.....	do...	25 00
John Campbell.....	North River, Aspy Bay.....	N. River, Aspy Bay..	do...	25 00
Wm. Bingham.....	Englishtown and Ingonish Division...	Englishtown.....	Overseer..	50 00
	Total.....			13,305 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF NEW BRUNSWICK.

Name.	District.	Post Office Address.	Rank.	Salary.
W. H. Venning.....	New Brunswick.....	St. John, N.B.	Inspect'r. of Fisheries.	\$ cts. 1,800 00
	<i>Albert County.</i>			
Sutherland Stewart.....	County of Albert.....	Alma.....	Overseer..	100 00
Wallace Taylor.....	Petitcodiac River.....	Overdale.....	Warden ...	40 00
Jno. W. Dryden.....	Mouth of Petitcodiac River and Dorchester Bay ..	Hillsboro'	do ...	40 00
J. E. Kinne	Germantown Lake and Shepody River	Hopewell.....	do ...	40 00
Bartlet Oliver.....	Rocher Bay.....	Harvey, Little Rocher	do ...	40 00
	<i>Carleton County.</i>			
Alex. G. Lindsay....	Miramichi River (S.W.) from Head Waters to Forks	Foreston	Overseer..	150 00
Geo. R. Burt.....	St. John River and tributaries, from Long's Creek to Tobique River.....	Upper Woodstock....	do ...	100 00
J. W. Scott.....	St. John River, from Bel River to Woodstock.....	Canterbury.....	Warden ...	30 00
	<i>Charlotte County.</i>			
D. F. Campbell.....	Inner Bay of Passamaquoddy.....	St. Andrew's.....	Overseer ..	120 00
Bartholomew Brown.	Campo Bello and West Isles, with coasts and streams in Charlotte Co.	Campo Bello.....	do ...	100 00
Frank Todd	St. Croix River and tributaries.....	St. Stephen.....	do ...	120 00
W. B. McLaughlin...	Grand Manan Island and spawning grounds ..	Grand Manan	do ...	240 00
Samuel Dick.....	St. George to Beaver Harbor	La Tête.....	Warden ..	30 00
Robert Dixon.....	Seely's Cove to Lepreaux	Lepreaux	do ...	30 00
Wm. Ash.....	East District of Co. Charlotte.....	Beaver Harbor... ..	Overseer..	100 00
J. M. Lord.....	Deer Island.....	Deer Island.....	do ...	70 00
Andrew Gilmour ..	Northern Head, Grand Manan.....	Grand Manan	Warden ...	30 00
Edward Carroll.....	Whitehead Island.....	do	do ...	30 00
Thos. Holmes.....	West side Deer Island	Deer Island	do ...	30 00
Thos. Barry	Lower Falls, Magaguadavic River.....	Lower Falls, Magaguadavic.....	do ...	50 00
Robt. Johnson.....	Upper Falls	Upper Falls, Magaguadavic.. ..	do ...	50 00
	<i>Gloucester County.</i>			
James Hickson.....	River Nepisiguit and tributaries, with sea coast and streams from Belledune River to Grindstone Point.....	Bathurst.....	Overseer..	350 00
Juste Haché.....	Oyster beds in County, Caraquet and Shippegan.....	Caraquet.....	do ...	100 00
J. Mauzerolles.....	Coast from County line to Green Point, including Big and Tracadie Rivers	Tracadie.....	Warden ...	30 00
James Walsh	Pokemouche.....	Pokemouche.....	do ...	30 00
Frédéric Comeau ..	Petit Rocher, from Belledune to Mill Stream	Petit Rocher.....	do ...	100 00
Miles Dempsey.....	Salmon Beach, from Bass River to Grindstone Point.	Salmon Beach.....	do ...	30 00
	Carried forward.			3,980 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
	Brought forward			\$ cts. 3,580 00
	<i>Gloucester County—Concluded.</i>			
Tim Oughlan	Grindstone Point to Grand Anse.....	Grand Anse	Warden ...	30 00
Adelphe Aché	Shippegan	Shippegan	do ...	100 00
W. Rogers.....	Tête à Gauche River.....	Tête à Gauche, Bathurst	do ...	25 00
John Calhan, jun.....	That part of River Tête à Gauche from a mile above the Mill Dam to the source of said river.....	Kinsale	do ...	25 00
Joseph Sewell	Pokemouche River.....	Pokemouche	Overseer..	50 00
Gustave Cormier....	Caraquet Herring Banks.....	Caraquet.	do ...	50 00
Joseph Poirier.....	Bay Chaleur, between Grand Anse and Point Mizzenette.....	Grand Anse	do ..	100 00
Alex. Boyd.....	Little Shippegan to Miscou.....	Little Shippegan.....	Warden ...	75 00
	<i>Kent County.</i>			
Charles Cormier.....	Cocagne River.....	Cocagne	Overseer..	100 00
W. F. Hannah.....	Richibucto River.....	Richibucto	do ...	75 00
F. B. Leger.....	Little Buctouche River.....	Little Buctouche Riv.	Warden ...	80 00
M. A. Girouard.	Big do	Buctouche	Overseer..	75 00
James Harnett.....	From the mouth of Nicholas River, on the Buctouche, upwards, including Nicholas River			
Lazare Guimon.....	From Kouchibouquais to Chockfish River	Weldford.....	Warden ...	80 00
Nicho. Mauzerolles..	From Kouchibouquais River to Point Sapin	St. Louis.	do ...	80 00
A. L. Collet	Buctouche Bay	Kouchibouquac	do ...	50 00
A. T. Leblanc.....	Canaan River.....	Buctouche	do ...	80 00
		Legerville	Overseer..	75 00
	<i>King's County.</i>			
Samuel Gosline.....	From mouth of Smith's Creek, upwards	Smith's Creek	do ...	100 00
Samuel F. Ryan	Mill Stream	Studholm, Apohaqui.	Warden ...	30 00
James A. Belyea.....	St. John River and Belle Isle Bay and streams running thereto.....	Westfield	Overseer..	50 00
Isaac B. Pearson.....	Washdemoak Lake and its tributaries in King's and Queen's Counties.....	English Settlement.	Warden ...	30 00
Z. S. Spragg.....	Belle Isle Bay	Belle Isle.....	do ...	50 00
Jonah Keith	North and Canaan River.....	Havelock.	do ..	30 00
	<i>Northumberland County.</i>			
Prudent Robichaud..	Burnt Church River and tributaries, and Upper Tabusintac River.....	Upper Neguac	Overseer..	100 00
John Stymanst.	Lower Tabusintac River.....	Stymanst Road, Neguac	do ...	100 00
William Wyse.....	Herring fisheries, Miramichi Bay, and Bass fishing in Napan Bay and Black Rivers	Ohatham	do ...	200 00
Thomas Parker.....	Miramichi River and tributaries, from Beaubair's Island to Blackville.....	Newcastle	do ...	180 00
	Carried forward			5,980 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
	Brought forward.....	.....	.....	\$ cts. 5,980 00
	<i>Northumberland County—Continued.</i>			
Samuel Holt.....	From lower line of Blackville to Blissfield.....	Blackville	Overseer..	100 00
John Hogan.....	Miramichi River (N.W.) and tributaries, from Chatham Ferry, upwards.....	Newcastle	do ...	400 00
Percy Hovey.....	Miramichi River (S.W.) and tributaries, from Nelson's to head of Hovey Island.....	Boiestown.....	Warden ...	30 00
George Bryanton	From Elm Tree Brook to Squire Underhill's, on the S. W. Miramichi River.....	Derby.....	do ...	30 00
Patrick Bergin	From Underhill's to Stephen Mitchell's, on S.W. Miramichi	Dumphey, W. O., Blackville	do ...	30 00
Thomas Smith.....	From lower end of Fingley's Island, on N. W. Miramichi, upwards and the Big Sevogle.....	North Esk, Red Bank	do ...	30 00
Jared Blackmore.....	From lower end of Ox Bow, on the Little South West, upwards.....	do do	Overseer..	50 00
Patrick Gillis.	Little S. W. River and tributaries.....	do do	Warden ...	30 00
Denis Hogan.....	Renous River and tributaries.....	Renous Bridge, W.O.	do ...	30 00
Michael Donovan	do	do	do ...	30 00
John Shaddick.....	Big Sevogle to Square Forks.....	Sevogle	do ...	50 00
F. McDairmid.....	Napan and Black Rivers and tributaries.....	Napan, Chatham.....	do ...	30 00
John G. Williston....	In Miramichi Bay, from Black to French River, including du Vin and Egg Islands	Bay du Vin.....	Overseer..	100 00
John Noble.....	Miramichi Bay, from Fox Island to Escuminac	Miramichi Bay.....	do ...	100 00
Enoch A. Bamford...	South West Miramichi, within Parish of Blissfield	Blissfield	Warden ...	50 00
Samuel Freeze.....	From Doaktown to Hovey Islands, in the Parish of Blissfield, on the South West Miramichi River.....	Doaktown, Miramichi	Overseer..	100 00
Daniel Mathews.....	From lower side of Ox Bow, on Little South West Miramichi, upwards....	Little South West Miramichi.....	Warden ...	30 00
Nat Morehouse.....	Arbo Settlement. Parish of Blackville, South West Miramichi.....	Arbo Settlement.....	do ...	30 00
J. Underhill.....	Coughlan Settlement, Parish of Blackville, South West Miramichi.....	Coughlan Settlement	do ...	30 00
John Doyle.....	Tabusintac and Bartibog Rivers.....	Bartibog	do ...	30 00
George Hubbard.....	Whitney Settlement, N.W. Miramichi.	North Esk	do ...	50 00
Angus McIntosh	Miramichi River and tributaries, from Middle Island to Newcastle Ferry...	Chatham Head	do ...	30 00
Tabul Watling	Black River and tributaries in the Parish of Glenelg.....	Black River.....	do ...	30 00
Samuel Kingston....	Upper waters, N.W. Miramichi River, from Rolph's Crossing, upwards....	N. W. Miramichi	do ...	50 00
Jno. Coleman.....	Point aux Carr to Middle Island, Miramichi River.....	Chatham.....	do ...	70 00
James Fitzpatrick...	Black River	Napan	do ...	30 00
M. Ryan.....	North-West Miramichi	North Esk	do ...	30 00
	Carried forward .....	.....	.....	7,640 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward .....	.....	.....	7,640 00
	<i>Northumberland County—Concluded</i>			
M. Hayes	Dungarvon River	Renous River	do ..	30 00
Alex. Martin	Grand Dune Island to Tabusintac....	Neguac	do ..	50 00
J. E. McMahon	Chatham Ferry to Grand Dune Island	Barbibog	do ..	50 00
Wm. Irving	do do ..	Lower Newcastle	do ..	50 00
	<i>Queen's County.</i>			
I. T. Hetherington...	From Cole's Island to foot of Washademoak Lake	Jenkins, W.O. Johnson	Overseer..	100 00
Isaiah Langan..	Salmon River	Chipman, W.O. Gaspereaux	Warden ..	30 00
Robert Philips.....	Head waters, Washademoak Lake....	Canaan Rapids	do ..	25 00
	<i>Restigouche County.</i>			
A. McPherson	From Belledune to Dalhousie.....	River Charlo..	Overseer..	100 00
	<i>Sunbury County.</i>			
G. W. Hoben	St. John River, Indiantown to County Line of York	Burton	Overseer..	100 00
W. E. Taylor	do do ..	Sheffield.....	Warden ..	30 00
	<i>St. John County.</i>			
Joseph O'Brien.....	St. John County	Carleton, St. John...	Overseer..	150 00
Wm. E. Skillen	Eastern part of St. John County, from Quaco Head to Goose River	St. Martin's	do ..	100 00
	<i>Victoria County.</i>			
Thos. D. Ryan.....	County of Victoria.....	Grand Falls	Overseer ..	150 00
Jno. McDougall.	Three Brooks, Branch of Tobique River	Rocky Brook, Parish of Lorne	Warden ..	50 00
Jno. C. McCloskey...	Salmon River	Andover	do ..	30 00
Donald Fraser	Tobique River	Arthurette	do ..	30 00
Thos. Edgar.....	Middle Division, Tobique River.....	Three Rivers.....	do ..	30 00
J. McNab Cameron...	Tobique River	Tobique River	do ..	30 00
Magloire Caron	Baker's Lake and adjoining streams ..	Caron Brook	do ..	30 00
Romain Long, sen....	Above Fish River Rapids.....	St. Francis	do ..	30 00
Chas. Roberts, jun...	Lower Division, Tobique River	Andover	do ..	30 00
	<i>Westmoreland County.</i>			
W. B. Deacon	Shediac Harbor and River	Shediac	Overseer..	200 00
D. T. Cormier	Dorchester Bay	Pré-d'en-haut.....	do ..	60 00
Robt. Goodwin	The Parishes of Sackville and Westmoreland	Bay Verte.	do ..	100 00
	Carried forward .....	.....	.....	9,225 00

SCHEDULE of Fishery Officers in the Dominion, &c. — Continued.

PROVINCE OF NEW BRUNSWICK—Concluded.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward.....			9,225 00
	<i>York County.</i>			
Robert Orr.....	County of York.....	Fredericton	Overseer..	300 00
J. A. Campbell	Grand Pass, on St. John River, upwards, from Crock's Point to Lower Line of York County, including Nashwaak River.....	Kingsclear, Fredericton	Warden ...	60 00
A. B. Cronkhite	St. John River, from Upper Line of York County to Crock's Point, on River St. John.....	Southampton	do ...	60 00
A. Moir.....	From Price's Bend to Burnt Hill, S. W. Miramichi	Bloomfield	Overseer..	150 00
A. Cunningham.....	Shiff and Palfry and other Lakes.....	Canterbury Station.....	do ...	100 00
Lanson McNelly.....	From Burgoyne's Ferry to Nackawack	Lower Queenstown..	Warden ...	60 00
David Glendenning.	Magaguadavic Stream and Lake Oromocto and other Lakes.....	Harvey Station.....	do ...	60 00
	Total.....			10,015 00

PROVINCE OF PRINCE EDWARD ISLAND.

J. H. Duvar	Prince Edward Island.....	Alberton	Inspector of Fisheries ...	1,000 00
	<i>Queen's County.</i>			
Michael Ready.....	Winter River.....	Tracadie	Warden ...	40 00
Lionel Garnum.....	do	Winter River.....	do ...	50 00
Geo. Stephenson.....	New Glasgow River	New Glasgow.....	do ...	30 00
James Power	Huntley and Wheatley Rivers	Hunter River.....	do ...	30 00
Jonathan Delaney.....	New London	New London	do ...	30 00
Finlay McKenzie.....	Lots 60 and 62.....	Pinette River.....	do ...	50 00
Francis Stanley.....	Charlottetown, including East, West and North Rivers	Charlottetown.....	do ...	50 00
Wm. Whitehead.....	South-West Rivers	S. W. River	do ...	30 00
Thomas Murphy.....	Trout River	Stanley Bridge.....	do ...	30 00
Jas. Traynor.....	Johnston's River, including Oyster Fishery at its mouth	Johnston's River.....	do ...	30 00
Jno. Loughrin	Orwell and Newton Rivers	Orwell	do ...	30 00
George F. Beers.....	Pownal Bay and Seal River.....	Cherry Valley.....	do ...	30 00
James Howatt	Crapaud	Crapaud	do ...	30 00
Dominique Buotte.....	District of Rustico	Rustico	do ...	30 00
Alex. C. Shaw.....	do of West River.....	West River.....	do ...	30 00
Jos. Murphy	do of Pownal Bay and Seal River	China Point, Lot 50.	do ...	30 00
	<i>Prince County.</i>			
Henry Clark.....	Dunk River and Egmont Bay.....	Summerside	Overseer..	200 00
D. L. Bryant.....	From western bank of Big Pierre Jacques River to the point where the North Line of Lot 15 touches the shore of Egmont Bay.....	Enmore River.....	Warden ...	30 00
	Carried forward.....			1,780 00

SCHEDULE of Fishery Officers in the Dominion, &c.—Continued.

PROVINCE OF PRINCE EDWARD ISLAND—Concluded.

Name.	District.	Post Office Address.	Rank.	Salary.
				\$ cts.
	Brought forward.....	.....	.....	1,780 00
	<i>Prince County—Concluded.</i>			
Calvin Howat	Tryon River	Tryon River.....	Warden...	20 00
John Rix	Miminigash.....	Miminigash.....	do ...	50 00
James Ramsay.....	Lot 18, Trout River.....	Tyne Valley.....	do ...	30 00
Jas. A. McDonald ...	Grand River.....	Grand River.....	do ...	30 00
John Tucker.....	Dunk River	Dunk River.....	do ...	30 00
Patrick McBride	do	Central Bedeque.....	do ...	30 00
William Burns	do	Freetown.....	do ...	30 00
James Nelligan.....	Nail Pond and Skinner's Pond.	Norway	do ...	50 00
John Beaton.....	Lot 6, 6 and 10.....	Lot 6, Western B.	do ...	30 00
Geo. A. Sharpe.....	Lot 12, on the Narrows	Lot 12.....	do ...	30 00
John A. Sharpe.....	Summerside, including Bedeque Bay and South part of Richmond Bay ...	Summerside	do ...	30 00
Jno. Ohlsson Chapel	Tignish, from line of Lot No. 2, north- ward, to include Little and Big Tignish, and westward to Railway.	Tignish	do ...	40 00
Peter Aylward	Skinner's Pond, southward, from south end of Nail Pond to Black Pond, inclusive, and East to Rail- way	do	do ...	40 00
Alex. McDonald	Oasumpque Bay and Inlet, from the Narrows to Kildare Capes.....	Alberton.....	do ...	40 00
Thos. Drummond ...	Dunk River	Freetown.....	do ...	30 00
V. S. Gillis.	Richmond Bay and Malpeque.....	Indian River, Lot 18.	do ...	40 00
Lawrence Doyle.....	From Little Miminigash to Cape Wolfe	Lot 3.....	do ...	40 00
J. K. Ramsay.....	From Cape Wolfe to Brae River.	West Cape	do ...	50 00
J. A. Arsenault.....	Lot 15, Egmont Bay	Abram's Village.. ...	do ...	40 00
J. F. B. Holland.....	From Graham Head, Lot 26, to Cape Traverse	Bedeque	do ...	30 00
J. A. Ramsay.....	Oyster Cove, Richmond Bay.....	Hamilton, Lot 18.....	do ...	50 00
	<i>King's County.</i>			
Henry Morrow.....	Souris River.....	Souris River.....	do ...	30 00
Allan McDonald.....	North Lake	North Lake.....	do ...	50 00
Malcolm Mathewson.	Grand River	Grand River	do ...	40 00
Ronald McDonald ...	Naufrage River	Naufrage River.....	do ...	40 00
Daniel Reilly.....	Montague, from Georgetown Road to Whim Road, and from County Line to the Coast.....	Montague River	do ...	30 00
John Lowe	Murray Harbor and River, including Lots 63 and 64.....	Murray Harbor	do ...	50 00
Peter Duffy.....	St. Peter's and Morell.	St. Peter's	do ...	30 00
James Mitchell.....	First District of Morell.....	Peake's Road.	do ...	30 00
John O'Brien	Second do	Morell River.....	do ...	30 00
Patrick McCullogh...	Third do	Peake's Road.....	do ...	30 00
J. H. Dingwell.....	Fourth do	Morell River.....	do ...	40 00
Henry Griffin.....	Cardigan Bay and Montague River ...	Georgetown.....	do ...	30 00
Robert Quinn.....	Brudenell River.....	Cardigan.....	do ...	30 00
John Conaghan.....	Bay Fortune, from Little River to Bollo Bay	Bay Fortune.....	do ...	30 00
	Total.....	.....	.....	3,040 00

SCHEDULE of Fishery Officers in the Dominion, &c.—*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

Name.	District.	Post Office Address.	Rank.	Salary.
Alex. Mowat.....	British Columbia	New Westminster....	Acting Inspector of Fisheries.....	\$ cts.

PROVINCE OF MANITOBA.

Alex. McQueen	Province of Manitoba	Winnipeg	Inspector of Fisheries.....	900 00
F. O. Gilchrist	Qu'Appelle River and adjoining lakes	Fort Qu'Appelle.....	Overseer .	300 00

**DETAILED STATEMENT of Expenditure on account of Fisheries, for the
Fiscal Year ended 30th June, 1886.**

SALARIES OF FISHERY OVERSEERS AND WARDENS.

To whom Paid.		Service.	Amount.	Total.
		ONTARIO.	\$ cts	\$ cts.
Acheson, Arch.....		For 12 months salary as Fishery Officer.....	25 00	
Acton, Nassau.....		do	100 00	
Bélanger, Jos.....		do	25 00	
Boismier, Ed.....		do	300 00	
Boucher, Wm.....		do	250 00	
Cameron, J. A.....		do	200 00	
Cochrane, Geo.....		do	250 00	
Cox, John.....		do	50 00	
Oroome, W. P.....		do	100 00	
Crotty, John.....		do	40 00	
Cummins, Jas.....		do	50 00	
Dalton, R. G.....	9	do	37 50	
Danacey, Jno.....	12	do	100 00	
Deacon, Eph.....		do	100 00	
Dickson, Jas.....		do	100 00	
Douglas, Geo.....		do	25 00	
Finkle, R. R.....		do	50 00	
Foot, W. E.....	9	do	93 75	
Fraser, Saml.....	12	do	100 00	
Fraser, F. M. G.....		do	100 00	
Gilchrist, Chas.....		do	400 00	
Gilbert, Robt.....		do	100 00	
Graham, J. R.....		do	100 00	
Grant, John.....		do	100 00	
Greer, James.....		do	40 00	
Hastings, Wm.....		do	50 00	
Helliwell, Wm.....		do	100 00	
Hicks, Wm.....		do	50 00	
Hunt, Henry.....		do	20 00	
Hull, Wm.....		do	50 00	
Hughson, A.....		do	50 00	
James, Sol.....		do	100 00	
Jeanle, Geo.....		do	100 00	
Jelly, W. B.....		do	40 00	
Johuston, W. H.....		do	75 00	
Johnson, Wm.....		do	100 00	
Kerr, J. W.....		do	550 00	
Kiel, Peter.....		do	200 00	
Lake, Geo.....		do	50 00	
Legge, Joshua.....	15	do	62 50	
Merritt, T.....	12	do	100 00	
Miller, Geo. S.....		do	100 00	
Mills, A. E.....		do	50 00	
Miron, O.....		do	30 00	
Moody, J. B.....		do	50 00	
Mooney, John.....		do	200 00	
Muir, Jas.....	24	do	200 00	
Murphy, Jno.....	12	do	50 00	
McBride, Alex.....		do	50 00	
McCann, Peter.....		do	250 00	
McCarron, Pat.....		do	100 00	
McCrae, W. A.....		do	100 00	
McDermott, G. B.....		do	200 00	
McDermott, Wm.....		do	50 00	
McDonald, J. R.....		do	50 00	
McFadden, Jas.....		do	50 00	
Carried forward			6,042 75	

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	6,043 75	
	ONTARIO— <i>Continued.</i>		
McFayden, Hugh.....	For 12 months salary as Fishery Officer.....	40 00	
McGarity, T.....	do do.....	50 00	
McKibbin, Thos.....	do do.....	25 00	
McKinnon, A. O.....	do do.....	100 00	
McMaster, David.....	do do.....	200 00	
McMichael, John.....	do do.....	50 00	
McMullan, John.....	7 do do.....	116 66	
McQueen, T.....	12 do do.....	125 00	
Poole, Wm.....	do do.....	50 00	
Pollock, W. D.....	9 do do.....	22 50	
Price, Peter.....	12 do do.....	50 00	
Prosser, Wm.....	do do.....	100 00	
Purcell, H. R.....	do do.....	100 00	
Quenneville, A.....	do do.....	50 00	
Raymond, Chas. W.....	do do.....	20 00	
Redmond, Jos.....	do do.....	360 00	
Roper, E. O.....	do do.....	100 00	
Rumsey, J. G.....	1 do do.....	4 16	
Russell, M. L.....	12 do do.....	25 00	
Sanders, L. S.....	do do.....	150 00	
Sharp, David.....	do do.....	200 00	
Sills, A. D.....	do do.....	150 00	
Simmons, N.....	do do.....	100 00	
Smith, A. H.....	1 do do.....	4 16	
Steele, G. R.....	12 do do.....	100 00	
Stewart, Robt.....	9 do do.....	37 50	
Sweet, B. H.....	do do.....	37 50	
Sweezy, Benj.....	1 do do.....	8 33	
Telfer, Andrew.....	12 do do.....	50 00	
Wallace, J. G.....	do do.....	50 00	
Wilkins, Chas.....	do do.....	455 65	
Wilson, Jos.....	do do.....	200 00	
Young, John.....	1 do do.....	4 16	
	Total.....		9,130 37

FISHERY GUARDIANS.

Bowen, Chas.....	Wages as special Guardian, Gull River.....	20 00	
Cameron, D.....	do do Killarney.....	45 00	
Gordon, Donald.....	do do Maganetawan River.....	15 00	
Morrow, A. J.....	do do Madawaska River.....	30 00	
Pattison, Sydney.....	do do Brockville.....	50 00	
Siddall, Benj.....	do do Pt. Pelée.....	50 00	
Stemmont, Andrew.....	do do Muskoka District.....	25 00	
	Total.....	235 00	9,365 37

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

DISBURSEMENTS OF FISHERY OVERSEERS.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		2,285 37.
	ONTARIO— <i>Continued.</i>		
Acheson, Arch.....	For 12 months disbursements to 30th June, 1886. ..	41 75	
Acton Nassau.....	do do	1 50	
Boismier, Rd.....	do do	24 50	
Boucher, Wm.....	do do	109 00	
Cameron, D. A.....	do do	221 50	
Cochrane, Geo.....	do do	341 33	
Cox, John.....	do do	58 65	
Croome, W. P.....	do do	108 13	
Cummins, Jas.....	do do	10 30	
Dalton, R. G.....	do do	135 72	
Dauncey, Jno.....	do do	20 00	
Deacon, Eph.....	do do	25 50	
Dickson, Jas.....	do do	105 70	
Douglas, Geo.....	do do	45 50	
Finkle, E. B.....	do do	56 45	
Foots, W. E.....	do do	85 99	
Fraser, Saml.....	do do	263 82	
Fraser, F. M. G.....	do do	526 00	
Glichrist, Chas.....	do do	314 75	
Gilbert, Robt.....	do do	77 50	
Graham, J. R.....	do do	107 25	
Grant, John.....	do do	79 65	
Hastings, Wm.....	do do	100 30	
Helliwell, Wm.....	do do	63 40	
Hicks, Wm.....	do do	41 50	
Hunt, Henry.....	do do	13 00	
Hull, Wellington.....	do do	47 75	
Hughson, A.....	do do	76 50	
James, Sol.....	do do	102 22	
Jencks, Geo.....	do do	127 00	
Jelly, W. B.....	do do	24 00	
Johnston, W. H.....	do do	133 50	
Kerr, J. W.....	do do	943 31	
Kiel, Peter.....	do do	31 50	
Lake, Geo.....	do do	15 20	
Marion, Jos.....	do do	75 00	
Merritt, T.....	do do	174 25	
Miron, O.....	do do	22 50	
Miller, Geo. S.....	do do	165 50	
Mills, A. E.....	do do	24 75	
Mooney, John.....	do do	198 00	
Muir, Jas.....	do do	70 70	
Murphy, John.....	do do	28 25	
McCaun, Peter.....	do do	59 25	
McUrae, W. A.....	do do	48 00	
McDermot, G. B.....	do do	289 05	
McDermot, Wm.....	do do	31 50	
McFayden, H.....	do do	8 95	
McFadden, Jas.....	do do	16 00	
McGarity, T.....	do do	14 00	
McKibbin, Thos.....	do do	5 00	
McKinnon, A. O.....	do do	298 75	
McMaster, David.....	do do	6 25	
McMichael, Jno.....	do do	125 00	
McMullen, Jno.....	do do	88 20	
	Carried forward.....	6,233 17	2,285 37

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

DISBURSEMENTS—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 6,233 17	\$ cts. 9,365 37
	ONTARIO— <i>Continued.</i>		
McQueen, T.....	For 12 months disbursements to 30th June, 1896.....	51 25	
Poole, Wm.....	do do.....	23 40	
Price, Peter.....	do do.....	24 00	
Prosser, Wm.....	do do.....	163 30	
Parcell, H. R.....	do do.....	65 50	
Quenneville, A.....	do do.....	237 65	
Redmond, Jos.....	do do.....	13 35	
Roper, E. O.....	do do.....	181 33	
Sanders, L. S.....	do do.....	67 94	
Sharp, David.....	do do.....	133 02	
Sills, A. D.....	do do.....	104 75	
Simmons, N.....	do do.....	160 00	
Steele, G. B.....	do do.....	32 60	
Telfer, Andrew.....	do do.....	25 00	
Wallace, J. G.....	do do.....	45 50	
Wilkins, Chas.....	do do.....	449 00	
Wilson, Jos.....	do do.....	294 70	
	Total.....		8,285 46
	Miscellaneous.		
Clark, W. A.....	Hire of tug.....	198 00	
Crotty, John.....	Balance of late A. Bradry's salary.....	31 91	
Miles, O. F.....	Surveying fishing berths.....	20 00	
	Total for Ontario.....	249 91	17,900 74

SALARIES OF FISHERY OVERSEERS, WARDENS AND GUARDIANS.

	QUEBEC.		
Archibald, M.....	For 12 months salary as Fishery Officer.....	200 00	
Ascab, Chas.....	do do.....	50 00	
Austin, W. H.....	10 do do.....	233 33	
Beach, N. A.....	12 do do.....	100 00	
Beaton, Alex.....	do do.....	20 00	
Belanger, J. O.....	do do.....	150 00	
Bhéreux, U.....	do do.....	50 00	
Bilodeau, Job.....	do do.....	50 00	
Blais, Alfred.....	do do.....	100 00	
Bolly, Jos.....	do do.....	50 00	
Boivin, Jos.....	do do.....	50 00	
Bourk, P. O.....	do do.....	75 00	
Caron, Clovis F.....	do do.....	200 00	
Catellier, L. N.....	5 do do.....	133 33	
Chevalier, J. B.....	12 do do.....	150 00	
Chevrier, A. E.....	do do.....	100 00	
	Carried forward.....	1,821 66	

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*
SALARIES—*Continued.*

To whom Paid.	Service.		Amount.	Totals.
			\$ cts.	\$ cts.
	Brought forward		1,821 68	
	QUEREC— <i>Continued.</i>			
Gloutier, T.....	For 12 months salary as Fishery Officer.....		100 00	
Olyde, Wm.....	6 do do		25 00	
Comeau, N. A.	18 do do		112 50	
Côté, Henri.....	12 do do		30 00	
Coghlan, J. T.....	do do		50 00	
Cullen, John	do do		200 00	
Darche, A. L.	3 do do		12 50	
Desaulniers, J.....	12 do do		75 00	
Dubé, Philéas.....	do do		75 00	
Duguay, G. L.....	do do		200 00	
Filion, Ant	do do		30 00	
Gagnon, Geo.....	do do		30 00	
Gauvreau, J.....	do do		100 00	
Gingras, Jos	do do		25 00	
Girard, Jacques.....	6 do do		50 00	
Grant, S. A.	12 do do		40 00	
Grondin, L. E.....	do do		100 00	
Hanson, J. W.....	2 do do		41 68	
Huot, L. P.....	12 do do		100 00	
Hurteau, M.....	do do		50 00	
Jones, R. W.....	do do		40 00	
Joynt, Robt.....	do do		50 00	
Kelly, John.....	do do		100 00	
Laberge, Joachim.....	do do		100 00	
Lacoursière, O.....	do do		75 00	
Lambert, Jos.....	do do		50 00	
Latraverse, P.....	do do		100 00	
Lauzon, Jos.....	do do		125 00	
Legouvé, J.....	do do		150 00	
Letourneau, J. J.....	do do		100 00	
Luke, P. E.....	do do		50 00	
Maltais, R.....	do do		50 00	
Marion, Jos.....	do do		300 00	
Martel, J. L.....	do do		75 00	
Martin, H.....	do do		100 00	
Martin, Ed.....	do do		30 00	
Marchessault, T.....	do do		50 00	
Mathurin, G.....	do do		200 00	
Migneault, T.....	do do		200 00	
Mohr, James.....	do do		40 00	
Monpetit, J.....	do do		50 00	
Morris, John.....	do do		200 00	
McDonald, J. B.....	do do		100 00	
McLeod, W.....	do do		100 00	
Nagle, Parker W.....	3 do do		12 50	
Phelan, John.....	12 do do		50 00	
Picotin, J. F.....	do do		100 00	
Potvin, Ohas.....	do do		50 00	
Radford, Jos.....	3 do do		50 00	
Ritchie, Wm.....	12 do do		75 00	
Sabourin, T.....	do do		100 00	
Saudier, J. B.....	do do		100 00	
Shurtleff, Joel.....	3 do do		12 50	
Simard, Jos.....	12 do do		40 00	
	Carried forward		6,293 32	

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*
SALARIES—*Continued*

To whom Paid.	Service.	Amount.	Total.
Brought forward.....		\$ cts.	\$ cts.
QUENEC— <i>Continued.</i>		6,293 82	
Verge, J. A.....	For 12 months salary as Fishery Officer.....	390 00	
Veilleux, Vital.....	do do.....	40 00	
Vibert, Philip.....	do do.....	300 00	
Whitely, W. H.....	do do.....	100 00	
Willis, W. C.....	5 do do.....	62 50	
<i>Guardians.</i>			7,095 82
Adams, Danl.....	Wages as special Fishery Guardian.....	35 00	
Allard, Nap.....	do do.....	40 00	
Annette, Louis.....	do do.....	23 00	
Archibald, James.....	do do.....	7 50	
Archibald, Wm.....	do do.....	228 00	
Ayer, Wm.....	do do.....	6 00	
Barbeau, Cyrille.....	do do.....	25 00	
Beach, N. A. Jun.....	do do.....	40 00	
Bouliane, Frs.....	do do.....	22 00	
Cameron, D. B.....	do do.....	40 00	
Carter, Wm.....	do do.....	4 00	
Comeau, N. A.....	do do.....	75 00	
Cooling, Joshua.....	do do.....	2 50	
Copp, O. S.....	do do.....	30 00	
Davidson, J. E.....	do do.....	30 00	
Dawson, R. G.....	do do.....	37 50	
Dickson, Thos.....	do do.....	115 00	
Donohue, John.....	do do.....	5 00	
Eden, Joseph.....	do do.....	40 00	
Gauthier, Nap.....	do do.....	77 00	
Humphrey, James.....	do do.....	80 00	
Hutchins, O.....	do do.....	40 00	
Lachapelle, Louis.....	do do.....	69 00	
Miller, Peter.....	do do.....	17 50	
McGowan, W. W.....	do do.....	10 00	
McLaren, Donald.....	do do.....	98 00	
Potvin, Euloge.....	do do.....	86 67	
Ramsey, Thomas.....	do do.....	25 00	
Saumure, Paul.....	do do.....	25 00	
Simard, Geo.....	do do.....	19 65	
Simard, Alex.....	do do.....	50 00	
Stevens, Patrick.....	do do.....	97 50	
Tremblay, Alex.....	do do.....	41 80	
DISBURSEMENTS OF FISHERY OVERSEERS.			1,542 62
Archibald, M.....	For 12 months disbursements to 30th June, 1896.....	130 00	
Austin, W. H.....	do do.....	45 25	
Beach, N. A.....	do do.....	54 08	
Beaton, Alex.....	do do.....	42 50	
Bélanger, J. O.....	do do.....	125 74	
Bhéreur, U.....	do do.....	73 75	
Bilodeau, Job.....	do do.....	35 25	
Billy, Jos.....	do do.....	47 10	
Bourk, P. C.....	do do.....	35 05	
Caron, O. F.....	do do.....	71 20	
Chevalier, J. B.....	do do.....	109 73	
Chevrier, A. M.....	do do.....	101 42	
Cloutier, T.....	do do.....	30 00	
Carried forward.....		901 05	8,638 44

DETAILED STATEMENTS of Expenditure on account of Fisheries, etc.—*Con.*
DISBURSEMENTS—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	901 05	8,638 44
	QUEBEC—<i>Concluded.</i>		
Coghlan, J. T.....	For 12 months disbursements to 30th June, 1886.....	11 50	
Comeau, N. A.....	do do	30 00	
Cullen, John.....	do do	138 65	
Désautniers, J.....	do do	105 00	
Dubé, Philéas.....	do do	45 50	
Duguay, G. L.....	do do	192 30	
Gagnon, Geo.....	do do	1 50	
Gauvreau, J.....	do do	63 00	
Gingras, Jos.....	do do	103 80	
Grant, S. A.....	do do	9 90	
Gronbin, L. E.....	do do	62 00	
Huot, L. P.....	do do	17 20	
Hurteau, M.....	do do	59 45	
Jones, R. W.....	do do	56 00	
Joynt, Robt.....	do do	63 75	
Kelly, John.....	do do	184 75	
Laberge, Joachim.....	do do	351 10	
Lacoursière, O.....	do do	123 00	
Lambert, Jos.....	do do	41 85	
Latraverse, Pierre.....	do do	32 50	
Lauson, Jos.....	do do	77 64	
Legouvé, J.....	do do	108 00	
Létourneau, J. J.....	do do	65 00	
Luke, P. E.....	do do	97 17	
Maltais, R.....	do do	29 00	
Marchessault, T.....	do do	10 25	
Marion, Jos.....	do do	338 15	
Martel, J. L.....	do do	80 05	
Martin, H.....	do do	142 85	
Mathurin, G.....	do do	153 40	
Migneault, T.....	do do	238 67	
Mohr, James.....	do do	2 82	
Monpetit, Julien.....	do do	23 50	
Morris, John.....	do do	153 40	
McDonald, J. B.....	do do	19 75	
McLeod, W.....	do do	105 00	
Phelan, John.....	do do	35 50	
Picotin, J. F.....	do do	77 25	
Povin, Chas.....	do do	63 50	
Radford, Jos.....	do do	177 85	
Ritchie, Wm.....	do do	80 80	
Sabourin, T.....	do do	20 00	
Saucier, J. B.....	do do	55 05	
Verge, J. A.....	do do	110 15	
Veilleux, Vital.....	do do	21 00	
Vibert, Philip.....	do do	316 09	
Willis, W. O.....	5 do	80 00	
	Miscellaneous.		5,257 44
Burgoine, F.....	Cooking utensils.....	1 58	
Carbery, John.....	Collecting fishery statistics.....	14 50	
Crews, Geo.....	Boat hire.....	15 00	
Généreux, J. A. E.....	Distributing notices.....	7 25	
Jocke, M.....	Repairing Tent.....	2 00	
Radford, Jos.....	Postage stamps.....	2 00	
	Total for Quebec.....	42 33	13,938 21

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Cont.*
SALARIES OF FISHERY OFFICERS.

To whom Paid.	Service.	Amount.	Total.
	NOVA SCOTIA.	\$ cts.	\$ ts.
Rogers, W. H.....	Salary as Inspector of Fisheries	1,764 00	
Receiver-General	Superannuation tax on salary of Inspector.....	86 00	
			1,800 00
Bertram, A. O.....	Salary as Fishery Officer, Cape Breton Island.....		500 00
	Annapolis County.		
Bailey, W. M.....	For 12 months salary to 30th June, 1886	25 00	
Barteaux, Albert.....	do do	25 00	
Oarty, W. T.....	do do	120 00	
Oroscup, Wm.....	do do	25 00	
Ileley, T. R.....	do do	25 00	
Morton, A. F.....	do do	25 00	
Rice, W. A.....	do do	25 00	
Riordan, M.....	do do	25 00	
Vroom, George.....	do do	25 00	
			330 00
	Antigonish County.		
Aymer, J. R.....	For 12 months salary to 30th June, 1886.....	25 00	
Cameron, Lauchlin.....	do do	30 00	
Chisholm, Colin	do do	25 00	
Chisholm, Donald.....	do do	25 00	
Chisholm, James.....	do do	25 00	
Gumming, Jno.....	do do	20 00	
Dexter, John.....	do do	30 00	
Fraser, Duncan.....	do do	20 00	
Macadam, Alex.....	do do	25 00	
McDonald, Alex.....	7 do do	14 58	
McDonald, Angus.....	12 do do	25 00	
McDonald, John.....	do do	133 30	
McDougall, Archd.....	do do	25 00	
Randall, Albert.....	do do	15 00	
			437 88
	Cape Breton County.		
Barrington, York.....	For 12 months salary to 30th June, 1886.....	120 00	
Burke, Jas. P.....	do do	120 00	
Burke, Wm.....	do do	25 00	
Keefe, P.....	do do	25 00	
Morrison, Angus.....	do do	25 00	
McAdam, Allan.....	do do	25 00	
McGormack, Donald...	do do	25 00	
McDonald, Alex.....	do do	120 00	
McDonald, Archd.....	do do	30 00	
McDonald, D.....	do do	45 00	
McEachern, Jno.....	do do	25 00	
McLear, Alex.....	do do	20 00	
McLellan, M.....	do do	25 00	
McNeil, D. J.....	do do	25 00	
Quinan, Francis.....	do do	120 00	
			765 00
	Carried forward.....		3,822 88

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		3,822 88
	NOVA SCOTIA—Continued.		
	Colchester County.		
Blair, Henry.....	For 12 months salary to 30th June, 1886.....	100 00	
Corbett, H.....	do do.....	30 00	
Davison, J. W.....	do do.....	100 00	
Frame, Samuel.....	do do.....	25 00	
Fulton, George.....	do do.....	25 00	
Fulton, H. M.....	5 do do.....	12 50	
Fulton, Robt. K.....	12 do do.....	25 00	
Fulmore, Jessie.....	do do.....	25 00	
Gass, H.....	do do.....	50 00	
Johnson, A. O. B.....	do do.....	25 00	
Johnson, T.....	do do.....	25 00	
Moore, George.....	do do.....	25 00	
Murray, Matt. G.....	do do.....	25 00	
McKay, Dan.....	do do.....	40 00	
Pollock, R. J.....	do do.....	93 75	
Rutherland, Ed.....	do do.....	25 00	
Urquhart, Hy.....	do do.....	25 00	
			676 25
	Cumberland County.		
Fowler, Elijah.....	For 12 months salary to 30th June, 1886.....	180 00	
Gilroy, G. W.....	do do.....	100 00	
Harrison, Moses.....	do do.....	25 00	
Jenks, Fm. L.....	do do.....	25 00	
Logan, Isaac.....	do do.....	25 00	
Murphy, Wm.....	do do.....	30 00	
McPherson, Saml.....	do do.....	25 00	
Porter, Jos.....	do do.....	25 00	
Smith, Sydney.....	do do.....	25 00	
Smith, Thos. B.....	do do.....	25 00	
Wills, Alex. W.....	3 do do.....	25 00	
			460 00
	Digby County.		
Collins, Jas. A.....	For 12 months salary to 30th June, 1886.....	120 00	
Gavil, A. L.....	do do.....	25 00	
Hanly, Wm.....	do do.....	120 00	
Journey, Robt.....	do do.....	25 00	
McKay Lochlin.....	do do.....	25 00	
			315 00
	Guyaboro' County.		
Bruce, J. B.....	For 12 months salary to 30th June, 1886.....	10 00	
Cameron, Angus.....	do do.....	25 00	
Cameron, D, sen.....	do do.....	20 00	
Cook, Jas.....	do do.....	25 00	
Gunn, Donald.....	do do.....	30 00	
Harrington, Jas., jun.....	do do.....	25 00	
Henderson, Jas.....	do do.....	25 00	
Hudson, Saml., sen.....	do do.....	25 00	
	Carried forward.....	185 00	5,274 13

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
Brought forward.....		\$ cts. 185 00	\$ cts. 5,274 13
NOVA SCOTIA— <i>Continued.</i>			
Guysboro' County— <i>Concluded.</i>			
Jones, John.....	For 12 months salary to 30th June, 1886.....	25 00	
Kirk, Adam.....	do do.....	30 00	
Kenney, Chas.....	do do.....	15 00	
Mattie, Fred. K.....	do do.....	15 00	
McDonald, D. A.....	do do.....	40 00	
McDonald, Wm.....	do do.....	25 00	
McKay, Robt.....	do do.....	15 00	
McKeen, Thos.....	do do.....	30 00	
McEllum, Jas.....	do do.....	25 00	
McQuarrie, Allan.....	do do.....	100 00	
Pride, Wm.....	do do.....	30 00	
Sinclair, D. Mc.....	do do.....	20 00	
Smith, J. L.....	do do.....	25 00	
Tory, Jas. A.....	do do.....	150 00	
			730 00
Halifax County.			
Blakely, Jas.....	For 12 months salary to 30th June, 1886.....	30 00	
Burris, Wm.....	do do.....	30 00	
Conrad, Chas.....	do do.....	40 00	
Fitzgerald, John.....	do do.....	150 00	
Fraser, John.....	do do.....	30 00	
Fraser, O. P.....	do do.....	25 00	
Gaetz, Isaac.....	do do.....	150 00	
Henry, Chas. G.....	do do.....	30 00	
Hughes, P.....	do do.....	25 00	
Kidston, Archd.....	do do.....	40 00	
Keizer, Geo.....	do do.....	30 00	
Mason, Nath.....	do do.....	75 00	
Mosher, Dan.....	do do.....	20 00	
McDonald, Jno.....	do do.....	25 00	
McKiel, Nath.....	do do.....	40 00	
McLean, Donald.....	do do.....	30 00	
McLeod, George.....	do do.....	30 00	
Shatford, H. A.....	do do.....	40 00	
Stevens, Robt.....	do do.....	30 00	
Tolson, F. G.....	do do.....	40 00	
Walker, Wm. G.....	do do.....	20 00	
Whiteman, J. E.....	do do.....	30 00	
			960 00
Hants County.			
Burnam, P. S.....	For 12 months salary to 30th June, 1886.....	100 00	
Colter, Jno. B.....	do do.....	30 00	
Mosher, Jas.....	do do.....	30 00	
Mosher, Noah.....	do do.....	50 00	
O'Brien, Jas.....	do do.....	30 00	
O'Brien, T. B.....	do do.....	100 00	
			340 00
Carried forward.....			7,304 13

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		7,304 12
	<i>Nova Scotia—Continued.</i>		
	<i>Inverness County.</i>		
Benvie, Peter.....	For 12 months salary to 30th June, 1886.....	25 00	
Coady, James.....	do do.....	100 00	
Crowdis, Mark.....	do do.....	25 00	
Dowling, David.....	do do.....	25 00	
Gillis, Peter.....	do do.....	25 00	
Graham, Stephen.....	do do.....	25 00	
Hart, Wm J.....	do do.....	25 00	
Murphy, Moses.....	do do.....	25 00	
McDonald, M. B.....	do do.....	25 00	
McDaniel, Miles.....	do do.....	25 00	
McDermid, Dau.....	do do.....	25 00	
McEachern, P.....	do do.....	100 00	
McFarlane, J. P.....	do do.....	25 00	
McFarlane, Angus.....	do do.....	25 00	
McKay, Neil.....	do do.....	25 00	
McKinnon, Angus.....	do do.....	25 00	
McLean, D. F.....	do do.....	150 00	
McLean, John.....	do do.....	25 00	
McLean, Norman.....	do do.....	20 00	
McLennan, A. (John's son).....	do do.....	25 00	
Ross, David.....	do do.....	100 00	870 00
	<i>King's County.</i>		
Angus, Jos.....	For 12 months salary to 30th June, 1886.....	30 00	
Bishop, O E.....	do do.....	30 00	
Brown, Phillip.....	do do.....	30 00	
Miller, James S.....	do do.....	125 00	
McIntyre, W.....	do do.....	50 00	
Reid, R F.....	do do.....	125 00	
Thorpe, J. W.....	do do.....	30 00	430 00
	<i>Lunenburg County.</i>		
Andrews, John.....	For 12 months salary to 30th June, 1886.....	25 00	
Besançon, Isalah.....	do do.....	25 00	
Boylan, Edward.....	do do.....	25 00	
Burns, George.....	do do.....	25 00	
Cooney, Pat.....	do do.....	25 00	
Croft, Wm.....	do do.....	25 00	
Demon, David.....	do do.....	25 00	
Evans, David.....	do do.....	100 00	
Godard, O. E.....	do do.....	100 00	
Hebb, Eli.....	do do.....	25 00	
Hutt, John.....	do do.....	25 00	
Jost, Hy. S.....	do do.....	100 00	
Keddy, J. H.....	do do.....	25 00	
Langille, James.....	do do.....	25 00	
Mossman, James.....	do do.....	25 00	
	Carried forward.....		8,594 12

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		8,594 13
	<i>NOVA SCOTIA—Continued.</i>		
	<i>Lunenburg County—Continued.</i>		
Meisner, Jacob.....	For 12 months salary to 30th June, 1886.....	25 00	
Nesbitt, G. A.....	do do.....	25 00	
Pernette, Chas.....	do do.....	25 00	
Redden, Geo.....	For 15 days salary.....	3 56	678 56
	<i>Pictou County.</i>		
Cameron, Allan.....	For 12 months salary to 30th June, 1886.....	25 00	
Cameron, Thos.....	do do.....	25 00	
Campbell, Peter.....	do do.....	25 00	
Douglas, Alex.....	do do.....	25 00	
Foots, George.....	9 do do.....	18 75	
Fraser, Donald.....	12 do do.....	25 00	
Fraser, Thos.....	do do.....	25 00	
Fraser, Samuel.....	do do.....	25 00	
Murray, D. A.....	do do.....	25 00	
McDonald, D. G.....	do do.....	170 00	
McDonald, Donald.....	do do.....	25 00	
McDonald, Wm.....	do do.....	25 00	
McDougall, Chas.....	do do.....	20 00	
McKay, John.....	do do.....	25 00	
McKenzie, Geo.....	do do.....	25 00	
McLean, Donald.....	do do.....	30 00	
Pritchard, A. C.....	do do.....	150 00	
Sutherland, Robt.....	do do.....	140 00	
Turner, Wm.....	do do.....	25 00	863 75
	<i>Queen's County.</i>		
Fitzgerald, John.....	For 12 months salary to 30th June, 1886.....	70 00	
Ford, Theo.....	do do.....	60 00	
Miles, Barnabas.....	do do.....	30 00	
Sellon, S. T. N.....	do do.....	225 00	385 00
	<i>Richmond County.</i>		
Cameron, Duncan.....	For 12 months salary to 30th June, 1886.....	125 00	
Grant, Chas.....	do do.....	30 00	
Gerroir, Felix.....	do do.....	25 00	
Grouchy, P. W.....	do do.....	30 00	
Kehoe, Wm.....	do do.....	25 00	
Kyte, Patrick.....	do do.....	25 00	
Marneau, Frs.....	do do.....	125 00	
Murphison, John.....	do do.....	30 00	
McPherson, Far.....	do do.....	30 00	
McRae, Allan.....	do do.....	30 00	
Proctor, John, sen.....	do do.....	20 00	
Sampson, A.....	do do.....	30 00	
Sampson, J.....	do do.....	30 00	535 00
	Carried forward.....		11,066 44

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*SALARIES—*Continued.*

To whom Paid.	Service.		Amount.	Total.
			\$ cts.	\$ cts.
	Brought forward.....			11,068 44
	NOVA SCOTIA— <i>Continued.</i>			
	Shelburne County.			
Archer, Timothy.....	For 12 months salary to 30th June, 1886.....		30 00	
Crowell, P.....	do	do	20 00	
Goudy, E. S.....	do	do	100 00	
Greenwood, M.....	do	do	20 00	
Holden, O. A.....	do	do	50 00	
Kehoe, M.....	do	do	20 00	
McGill, John W.....	do	do	125 00	
Nichol, F. G.....	do	do	20 00	
Ryer, George.....	do	do	50 00	
				435 00
	Victoria County.			
Beaton, Roderick.....	For 12 months salary to 30th June, 1886.....		30 00	
Bochaman, Donald.....	do	do	30 00	
Capstick, Thos.....	do	do	25 00	
Donovan, Thos.....	do	do	25 00	
Finlayson, Donald.....	do	do	25 00	
Foyle, Wm.....	do	do	30 00	
Hellen, Robt.....	do	do	30 00	
Ingraham, G.....	do	do	25 00	
McAuley, Donald.....	do	do	25 00	
McDonald, Archd.....	do	do	25 00	
McDonald, Angus.....	do	do	30 00	
McDonald, Archd.....	do	do	25 00	
McGregor, Fra.....	do	do	25 00	
McIntosh, Malcolm.....	do	do	120 00	
McIver, Malcolm.....	do	do	30 00	
McKenzie, Chris.....	do	do	25 00	
McLeod, Donald.....	do	do	30 00	
McLellan, John.....	do	do	25 00	
McMillan, Donald.....	do	do	25 00	
McNeil, John S.....	do	do	25 00	
McPherson, John.....	do	do	25 00	
McRae, Donald, jun.....	do	do	120 00	
McRae, John B., sen.....	do	do	25 00	
McRae, Donald.....	do	do	25 00	
McRae, Kenneth.....	do	do	30 00	
McRae, Donald, jun.....	do	do	25 00	
McQuarrie, Donald.....	do	do	25 00	
Watson, Andrew.....	do	do	25 00	
				930 00
	Yarmouth County.			
Brand, J. I.....	For 12 months salary as Fishery Overseer.....		25 00	
Oann, Jacob E.....	3 do	do	6 25	
Doucet, Jérôme.....	12 do	do	80 00	
Gardner, Enos.....	do	do	150 00	
Hatfield, J. A.....	do	do	50 00	
Jeffrey, James.....	do	do	25 00	
Kavanagh, Wm.....	do	do	25 00	
Mins, Vital.....	do	do	25 00	
	Carried forward.....			12,431 44

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Continued.*

To whom Paid.	Service.		Amount.	Total.
			\$ cts.	\$ cts.
	Brought forward.....		.....	12,431 44
	NOVA SCOTIA— <i>Concluded.</i>			
	Yarmouth County— <i>Concluded.</i>			
	For 12 months salary as Fishery Overseer		25 00	
Nickerson, B.....	6	do do	12 50	
Perry, Edward.....	3	do do	6 25	
Porter, Z.....	12	do do	100 00	
Robertson, G. H.....		do do	25 00	
Thurston, Wm.....		do do	25 00	
White, Jos. M.....				530 00
	<i>Guardians.</i>			12,981 44
Bland, Geo.....	Wages as Fishery Guardian, Wallace R., Cumber-			
		land Co.....	40 50	
Gummings, Duncan...	do	Lawrencetown, Annapolis Co.	56 25	
Fleming, Michael.....	do	Little Bras d'Or, C.B. Co.....	25 00	
Foster, J. O.....	do	Port Medway, Queen's Co.....	28 25	
Fraser, Wm.....	do	Stewiacke R., Colchester Co...	50 00	
Harrington, Jno.....	do	River Philip, Cumberland Co.	52 50	
Hunter, James	do	do do	52 50	
Johnson, Andrew.....	do	Stewiacke R., Colchester Co...	25 00	
Murphy, Lewis.....	do	Gaspereaux R., King's Co.	10 50	
McKay, John.....	do	Lawrencetown, Annapolis Co...	56 25	
McRae, P. K.....	do	St. Ann's R., Victoria Co.....	5 00	
Preper, Oswald.....	do	Portaupique R., Colchester Co.	25 00	
Seaman, John.....	do	Wallace R., Cumberland Co...	39 00	
Thompson, Moses.....	do	River Philip do	16 50	
Wade, Thos.....	do	do do	46 50	528 75
	Total.....			13,490 19

DISBURSEMENTS OF FISHERY OVERSEERS.

Rogers, W. H.....	Disbursements as Fishery Inspector.....		924 30	
Bertram, A. C.....	do	do Officer.....	482 25	1,406 55
	<i>Overseers.</i>			
Barrington, York.....	For 12 months disbursements, to 31st Dec., 1885.....		31 00	
Blair, Henry.....	do	do	45 50	
Burnham, P. S.....	do	do	52 50	
Carty, W. T.....	do	do	116 00	
Collins, Jas. A.....	do	do	33 50	
Colter, Jno. B.....	do	do	10 24	
Coady, Jas.....	do	do	69 30	
Cameron, Duncan.....	do	do	22 50	
Davison, J. W.....	do	do	30 00	
Evans, David.....	do	do	25 00	
Fitzgerald, John.....	do	do	74 79	
Fitzgerald, Jno.....	do	do	91 50	
Fowler, Elijah.....	do	do	56 54	
Goudy, E. S.....	do	do	103 98	
	Carried forward.....		762 35	14,896 74

DETAILED STATEMENT of Expenditure on Account of Fisheries, etc.—*Con.*

DISBURSEMENTS—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	762 35	14,896 74
	NOVA SCOTIA—<i>Concluded.</i>		
	<i>Overseers—Concluded.</i>		
Godard, C. E.	For 12 months disbursements to 31st Dec., 1885.....	51 50	
Gaetz, Isaac.....	do do	184 25	
Gardner, Enos.....	do do	161 00	
Gilroy, G. W.....	do do	28 00	
Goodwin, Robt.....	do do	44 50	
Hanley, Wm.....	do do	161 86	
Jost, H. S.....	do do	37 00	
Miller, Jos. S.....	do do	71 60	
Marmean, Frs.....	do do	48 50	
McDonald, John.....	do do	105 70	
McDonald, Alex.....	do do	63 50	
McDonald, D. G.....	do do	51 00	
McKachera, P.....	do do	31 79	
McGill, Wm.....	do do	107 50	
McLean, D. F.....	do do	79 38	
McIntosh, Malcolm.....	do do	67 00	
McQuarrie, Allan.....	do do	83 00	
McRae, Donald, jun....	do do	42 00	
O'Brien, T. B.....	do do	59 50	
Pollock, R. J.....	do do	20 00	
Pritchard, A. C.....	do do	78 28	
Quinan, Francis.....	do do	64 75	
Ross, David.....	do do	70 00	
Raid, R. F.....	do do	44 00	
Redden, George.....	do do	97 90	
Robertson, G. H.....	do do	35 40	
Sellon, S. T. N.....	do do	99 07	
Tory, Jas. A.....	do do	72 00	
			2,834 33
	<i>Miscellaneous.</i>		
Barry, O. R.....	Horse hire.....	13 80	
Demon, D.....	do	25 00	
Murphy, W.....	Inspecting lobster factories	45 00	
Robinson, A.....	Horse hire.....	26 25	
Stationery Office.....	Stationery for Inspector.....	11 21	
			121 26
	Total for Nova Scotia.....		17,852 33

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES OF FISHERY OVERSEERS AND WARDENS

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
NEW BRUNSWICK.			
Venning, W. H.	Salary as Inspector of Fisheries	1,764 00	
Receiver-General	Superannuation tax on Inspector's salary	36 00	1,800 00
Albert County.			
Dryden, J. W.	For 3 months salary to 30th June, 1886.	10 00	
Kinne, J. E.	12 do do	40 00	
McLatchey, O.	9 do do	30 00	
Oliver, Bartlet.	12 do do	40 00	
Stewart, Suthd.	do do	100 00	
Taylor, Wallace	do do	40 00	260 00
Carleton County.			
Bart, Geo. R.	For 12 months salary to 30th June, 1886.	100 00	
Lindsay, Alex. G.	do do	150 00	
Scott, J. W.	do do	30 00	280 00
Charlotte County.			
Best, Leonard ...	For 12 months salary to 30th June, 1886.	100 00	
Brown, Barth	do do	100 00	
Carrol, Edward	do do	30 00	
Cunningham, B. L.	do do	120 00	
Dick, Samuel	do do	30 00	
Dixon, Robt	do do	30 00	
Gilmour, Andrew	do do	30 00	
Helmes, Thos	do do	30 00	
Lord, J. M.	do do	70 00	
McLauchlin, W. B.	do do	240 00	
Todd, Frank	do do	120 00	900 00
Gloucester County.			
Aché, Adolphe	For 12 months salary to 30th June, 1886.	100 00	
Boyd, Alex.	do do	75 00	
Calnan, John, jun.	do do	25 00	
Comeau, Frédéric	do do	100 00	
Cormier, Gustave	do do	50 00	
Coughlan, Tim	do do	30 00	
Dampsey, Miles	do do	30 00	
Haché, Juste	do do	100 00	
Hickson, James	do do	250 00	
Mauzerolles, J.	do do	30 00	
Potrier, Joseph	do do	100 00	
Rogers, W.	do do	25 00	
Sewell, Jos	do do	50 00	
Walsh, James	do do	30 00	
Carried forward			1,085 00
			4,335 00

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Continued.*

To whom Paid.	Se. vice.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....	.....	4,335 00
	NEW BRUNSWICK—<i>Continued.</i>		
	<i>Kent County.</i>		
Collet, A. L.....	For 12 months salary to 30th June, 1886.....	80 00	
Uormier, Chas.....	do do	100 00	
Girouard, M. A.....	do do	75 00	
Guimon, Lazare.....	do do	80 00	
Hannah, Wm. F.....	do do	75 00	
Harnett, James.....	do do	80 00	
Leger, F. B.....	do do	80 00	
Leblanc, A. T.....	do do	75 00	
Mauzerolles, Nicholas.....	do do	50 00	695 00
	<i>King's County.</i>		
Belyea, Jas. A.....	For 12 months salary to 30th June, 1886.....	50 00	
Gamblin, Samuel.....	11 do do	27 50	
Gosline, Samuel.....	12 do do	100 00	
Keith, Jonah.....	do do	30 00	
Pearson, I. S.....	do do	2 50	
Ryan, Samuel F.....	do do	30 00	
Spragg, Z. S.....	do do	50 00	290 00
	<i>Northumberland County.</i>		
Bamford, E. A.....	For 12 months salary to 30th June, 1886.....	50 00	
Bergin, Patrick.....	do do	30 00	
Blackmore, Jared.....	do do	50 00	
Blak, John.....	3 do do	17 50	
Bryanton, Geo.....	12 do do	30 00	
Cameron, Kenneth.....	do do	100 00	
Coleman, John.....	4 do do	30 00	
Donavan, M.....	12 do do	23 33	
Doyle, John.....	do do	30 00	
Fitzpatrick, James.....	do do	30 00	
Freeze, Samuel.....	do do	100 00	
Gillis, Pat.....	do do	30 00	
Hayes, M.....	do do	30 00	
Hogan, John.....	do do	400 00	
Hogan, Dennis.....	do do	30 00	
Holt, Samuel.....	do do	160 00	
Hovey, Percy.....	do do	30 00	
Hubbard Geo.....	do do	50 00	
Irving, Wm.....	do do	50 00	
Kingston, Samuel.....	do do	50 00	
Mahon, J. E.....	do do	50 00	
Martin, Alex.....	do do	50 00	
Mathews, Danl.....	do do	30 00	
Morhouse, Nat.....	do do	30 00	
McDairmid, F.....	do do	30 00	
McIntosh, Angus.....	do do	30 00	
Noble, John.....	do do	100 00	
Parker, Thom.....	do do	160 00	
Robichaud, P.....	do do	100 00	
	Carried forward.....	1,900 83	5,320 00

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	1,900 83	8,320 00
	<i>New Brunswick—Continued.</i>		
	<i>Northumberland County—Concluded.</i>		
Ryan, M.....	For 12 months salary to 30th June, 1886.....	30 00	
Shaddick, John.....	do do.....	50 00	
Smith, Thomas.....	do do.....	30 00	
Stymast, John.....	do do.....	100 00	
Underhill, J.....	do do.....	30 00	
Watling, Tubal.....	do do.....	30 00	
Wyse, Wm.....	do do.....	200 00	
Williston, John G.....	do do.....	160 00	2,470 83
	<i>Queen's County.</i>		
Hetherington, J. T.....	For 12 months salary to 30th June, 1886.....	100 00	
Langan, Isalah.....	do do.....	30 00	
Phillips, Robt.....	do do.....	25 00	155 00
	<i>Ristigouche County.</i>		
McPherson, Alex.....	For 12 months salary to 30th June, 1886.....	100 00	100 00
	<i>Sunbury County.</i>		
Hoben, G. W.....	For 12 months salary to 30th June, 1886.....	100 00	
Taylor, W. E.....	do do.....	30 00	130 00
	<i>St. John County.</i>		
O'Brien, Jos.....	For 12 months salary to 30th June, 1886.....	150 00	
Skellan, Wm. E.....	do do.....	100 00	250 00
	<i>Victoria County.</i>		
Caron, Magloire.....	For 12 months salary to 30th June, 1886.....	30 00	
Cameron, J. McN.....	do do.....	30 00	
Edgar, Thos.....	do do.....	30 00	
Fraser, Donald.....	do do.....	30 00	
Long, Romain, sen.....	do do.....	30 00	
McOloskey, John O.....	do do.....	30 00	
McDougall, John.....	do do.....	30 00	
Roberts, Chas., jun.....	6 do do.....	15 00	
Ryan, Thos. D.....	12 do do.....	150 00	375 00
	<i>Westmoreland County.</i>		
Cormier, D. T.....	For 12 months salary to 30th June, 1886.....	60 00	
Deacon, W. B.....	do do.....	200 00	
Goodwin, Robt.....	do do.....	100 00	360 00
	Carried forward.....		9,160 83

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*
SALARIES—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		9,180 83
	NEW BRUNSWICK—<i>Concluded.</i>		
	<i>York County.</i>		
Campbell, J. A.	For 12 months salary to 30th June, 1888	60 00	
Oronkhite, A. B.	do do	60 00	
Cunningham, A.	do do	50 00	
Glendenning, D.	do do	60 00	
McKell, L.	do do	60 00	
Noir, A.	do do	37 50	
Orr, Robert	do do	250 00	
	<i>Guardians.</i>		577 50
Adams, Daniel.....	Wages as Special Guardian, Ristigouche River.....	80 00	
Anderson, Robt.	do S. W. Miramichi River...	105 00	
Branch, Richard.....	do Caraquet River.....	15 00	
Burke, John	do Middle River.....	10 00	
Cole, E. L.	do Sea Coast Glouc'ter Co.	45 00	
Cameron, John.	do Upper Tobique River....	266 00	
Dalton, Wm.....	do Lower Miramichi River.	150 00	
Dawson, Ralph G.	do Ristigouche River.....	82 50	
Gammon, Joshua.....	do Nepisiguit River	27 50	
Richards, Thos.	do Bathurst Harbor.	25 50	
Ryaa, Wm.	do N. W. Miramichi River..	98 75	
Suckney, John.....	do S. W. do	100 00	
	Total		1,005 25
			10,743 88

DISBURSEMENTS OF FISHERY OVERSEERS.

Veening, W. H.	Disbursements as Inspector.....	500 00	
	<i>Overseers.</i>		
Aché, Adolphe.....	For 12 months disbursements to 31st December, 1885...	101 40	
Bamford, E. A.	do do	25 60	
Belyea, Jas. A.	do do	74 45	
Best, Leonard.....	do do	18 25	
Boyd, Alex.	do do	14 25	
Brown, Barth.....	do do	35 05	
Burt, Geo. B.	do do	80 50	
Cameron, Kenneth.....	do do	15 00	
Cormier, Chas.....	do do	118 43	
Cormier, D. T.	do do	73 25	
Cormier, Gustave	do do	81 75	
Cunningham, E. L. ...	do do	129 00	
Cunningham, A.	do do	49 00	
Deacon, W. B.	do do	224 00	
Fitzpatrick, Jas.	do do	13 00	
Freese, Saml.	do do	29 30	
Girouard, M. A.	do do	114 88	
Goodwin, Robt.....	do do	49 92	
	Carried forward.....	1,757 08	10,743 88

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

DISBURSEMENTS—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 1,767 03	\$ cts. 10,743 58
	NEW BRUNSWICK—<i>Concluded.</i>		
	<i>Overseers—Concluded.</i>		
Gosline, Samuel.....	For 12 months disbursements to 31st December, 1886.	113 85	
Guilmon, Lazare.....	do do	43 00	
Haché, Juste.....	do do	19 40	
Hannah, Wm. F.....	do do	106 50	
Harnett, Jas.	do do	64 00	
Hetherington, J. T.....	do do	63 90	
Hickson, James.....	do do	170 00	
Hogan, John.....	do do	78 99	
Holt, Saml.	do do	44 00	
Hoben, G. W.....	do do	103 75	
Irving, Wm.	do do	99 50	
Lindsay, Alex. G.	do do	59 00	
Lord, J. M.	do do	36 00	
Mauzerolles, J.....	do do	183 63	
McIntosh, Angus.....	do do	14 50	
McLaughlin, W. B.....	do do	205 00	
McDermid, F.....	do do	32 70	
McPherson, Alex.	do do	50 16	
Moir, Alex.	do do	17 50	
Noble, John.....	do do	54 40	
O'Brien, Jos.....	do do	191 50	
Orr, Robert	do do	184 25	
Parker, Thos.....	do do	133 50	
Philips, Robert.	do do	55 00	
Poirier, Jos.....	do do	17 50	
Robichaud, P.....	do do	80 00	
Ryan, Thos. D.....	do do	116 25	
Sewell, Jos.....	do do	18 00	
Skillen, Wm. E.....	do do	71 00	
Stewart, Sutherland....	do do	53 25	
Stymast, John.....	do do	85 47	
Todd, Frank.....	do do	323 67	
Williston, Jno. G.....	do do	106 25	
Wyse, Wm.....	do do	205 50	
			4,908 05
	<i>Miscellaneous.</i>		
Commissioner of Sew- erage and Water Supply	Water rates, Fisheries' Office, St. John.....	22 73	
Beardon, John J.....	Guarding mackerel traps.....	45 00	
			67 73
	Total for New Brunswick.....		15,719 36

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES OF FISHERY OVERSEERS AND WARDENS.

To whom Paid.	Salaries.	\$	cts.	\$	cts.
PRINCE EDWARD ISLAND.					
Duvar, J. H.....	Salary as Inspector of Fisheries.....	898	32		
Receiver-General..	Superannuation tax on Inspector's salary.....	18	32		
				916	64
Queen's County.					
Beers, Geo, F.....	For 12 months salary to 30th June, 1886.....	30	00		
Buotte, Dom.....	do do	30	00		
Delaney, Jonathan.....	do do	30	00		
Garnum, Lionel.....	do do	50	00		
Howatt, James.....	do do	30	00		
Loughrin, John.....	do do	30	00		
Mackenzie, Finlay.....	do do	30	00		
Mathieson, John.....	do do	30	00		
Murphy, Thomas.....	do do	30	00		
Power, James.....	do do	30	00		
Ready, Michael.....	do do	30	00		
Stanley, Francis.....	do do	30	00		
Stephenson, George.....	do do	30	00		
Traynor, Peter.....	3 do do	7	50		
Traynor, J. P.....	4 do do	10	00		
Van Iderstine, S.....	12 do do	30	00		
Whitehead, Wm.....	do do	30	00		
				487	50
Prince County.					
Arsenault, J. A.....	For 12 months salary to 30th June, 1886.....	30	00		
Aylward, Peter.....	do do	30	00		
Beaton, John.....	do do	30	00		
Bryant, D. L.....	do do	30	00		
Burns, Wm.....	do do	30	00		
Chaisson, John.....	do do	30	00		
Clark, Henry.....	do do	200	00		
Doyle, Lawrence.....	do do	30	00		
Drummond, Thos.....	do do	30	00		
Gillis, V. S.....	do do	30	00		
Holland, J. F. B.....	do do	30	00		
Howat, Calvin.....	do do	30	00		
McBride, Patrick.....	do do	30	00		
McDonald, Jas. A.....	do do	30	00		
McDonald, Alex.....	do do	30	00		
Nelligan, Jas. M.....	do do	30	00		
Ramsey, James.....	do do	30	00		
Ramsey, J. K.....	do do	30	00		
Rix, John.....	do do	30	00		
Sharpe, John A.....	do do	30	00		
Sharpe, Geo. A.....	do do	30	00		
Tucker, John.....	do do	30	00		
				830	00
King's County.					
Conaghan, John.....	For 12 months salary to 30th June, 1886.....	30	00		
Dingwell, J. H.....	do do	30	00		
Duffy, Peter.....	do do	30	00		
Griffin, Hy.....	do do	30	00		
Lowe, John.....	do do	30	00		
Mathewson, M.....	do do	30	00		
Carried forward.....		180	00	2,234	14

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	180 00	2,234 14
	PRINCE EDWARD ISLAND— <i>Concluded.</i>		
	<i>Kings County—Concluded.</i>		
Mitchell, James.....	For 12 months salary to 30th June, 1886.....	30 00	
Morrow, Henry.....	do do.....	30 00	
McOullough, Patrick..	do do.....	30 00	
McDonald, Ronald.....	do do.....	30 00	
McDonald, Allan.....	do do.....	30 00	
O'Brien, John.....	do do.....	30 00	
Quinn, Robert.....	do do.....	30 00	
Reilly, Daniel.....	do do.....	30 00	
			420 00
	<i>Miscellaneous.</i>		2,654 14
Bryant, D. L.....	Postage and disbursements.....	4 00	
Dingwell, J. H.....	Disbursements.....	6 00	
do	Disburs. do.....	495 59	
Lowe, John.....	Disbursements as Fisheries Warden.....	6 00	
Mathieson, John.....	Postage.....	1 00	
McDonald, A.....	Disbursements.....	6 00	
McKenzie, F.	do.....	6 00	
Nelligan, J. M.....	do.....	4 00	
O'Brien, John.....	do.....	5 00	
			533 59
	Total for Prince Edward Island.....		3,187 73

SALARIES AND DISBURSEMENTS OF FISHERY OFFICERS.

	BRITISH COLUMBIA.		
Pittendrigh, Geo.....	Salary as Inspector of Fisheries, to 19th April, 1886.	642 18	
do	Disbursements as Inspector of Fisheries.....	327 50	
Baie, John.....	Wages as Fishery Guardian, Fraser River.....	146 00	
Grant, O. D.....	do do.....	225 00	
Morrison, O. F.....	do Skeena River.....	225 00	
Mowat, Thomas.....	Disbursements as Acting Inspector of Fisheries.....	162 85	
Pittendrigh, H. S.....	Wages as Fishery Guardian, Nelson River.....	150 00	
			1,878 53
	MANITOBA.		
McQueen, Alex.....	Salary as Inspector of Fisheries.....	900 00	
do	Disbursements do.....	509 33	
Glechrist, F. O.....	Salary as Fishery Officer, Qu'Appelle District.....	375 00	
do	Disbursements do do.....	116 40	
Leader, John.....	Wages as Special Guardian, Qu'Appelle Lake.....	20 00	
			1,920 73

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*
LEGAL AND INCIDENTAL EXPENSES.

To whom Paid.	Service.	Amount.	Total
		\$ cts.	\$ cts.
Abbott, Hy., jun.....	Examining deeds, Ristigouche Hatchery.....	17 00	
Campbell, J. H. M.....	Professional services re Muskoka Mill Co.....	10 10	
Oormier, Chas.....	To pay for legal advice re Smith & Barnes.....	27 45	
Harrison, L. R.....	Professional services re prosecutions for illegal fishing in St. John Harbor and King's Co.....	203 25	
Lawrence, H. D.....	Drawing up deeds re Magog Hatchery.....	33 11	
Macdonell, J. A.....	Professional services, Regina vs. Aldrich.....	121 94	
Mahaffy & Mahaffy.....	do Regina vs. Parry Sound Lumber Co.....	270 69	
O'Connor, D.....	do Weatherbee vs. Queen.....	42 25	
Steele, Geo. R.....	Legal advice.....	5 00	
The "Times".....	Advertising re licenses, B.O.....	15 00	
The "British Colum- bian".....	do.....	2 42	
The "Colonist".....	do.....	18 90	
	Total		767 11

INDIAN AND COLONIAL EXHIBITION, AND CANADIAN EXHIBITS.

Birkett, Thos.....	Hardware.....	1 95	
Brown, E. B.....	Salt.....	0 48	
Brunel, Chas.....	Labor.....	1 50	
Canada Atlantic Ry...	Freight.....	14 65	
Canadain Pacific Ry...	do.....	44 00	
Canada Express Co....	Express charges.....	2 25	
Christie, A & Co.....	Camphor.....	3 75	
Oltizen P. & P. Co.....	Printing catalogues.....	123 35	
Colman, Thos. T.....	Renovating fish.....	7 00	
Dartmouth Ropework Co.....	Cordage.....	118 20	
Dupuis & Nolin.....	Flannel.....	2 00	
Esmonde, Jos B.....	Tin.....	1 65	
"Evening Journal"....	Advertising close of Exhibition.....	6 00	
"Free Press".....	do do.....	8 00	
Hanrahan, Bros.....	Fish food.....	18 00	
Harris & Campbell....	Furniture.....	20 50	
Herald & Hutchison....	Canoe.....	46 00	
Howe, Wm.....	Whiting, etc.....	5 15	
Joncas, L. Z.....	Full payment of claim against Exhibition.....	150 00	
"Le Canada".....	Advertising close of Exhibition.....	5 00	
Ottawa Gas Co.....	Coal.....	37 50	
Smith, Thos.....	Specimens.....	25 00	
Veale, Philip.....	Salary and disbursements.....	938 65	
"Weekly Dispatch"...	Advertising close of Exhibition.....	2 50	
Wigmore, J.....	Cartage.....	10 00	
Wilson, J. & Co.....	Framing diplomas.....	67 50	
	Refund		1,690 56
			7 00
			1,653 56

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Cont.*

STATEMENT OF EXPENDITURE IN CONNECTION WITH THE DISTRIBUTION OF THE FISHING BOUNTY, ETC.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
Amount paid to Fishery Overseers and Collectors of Customs...	For services performed in connection with the distribution of fishing bounty	1,793 15	
Aird, Geo. B.....	Services as extra clerk	46 80	
Aumond, T.....	Extra services <i>re</i> bounty	60 00	
Barry, James.....	do do	73 50	
Barry, Jas. & E. McKiel	Preparing statistical statements.....	30 00	
Bassett, T. B.....	Services as extra clerk	214 50	
Bauset, S. P.....	Extra services <i>re</i> bounty	250 00	
Belliveau, A. H.....	do do	114 80	
Brophy, J. P.....	Service as extra clerk	367 00	
Burland Lith Co.....	Printing and numbering cheques, etc.....	1,180 05	
"Christian Messenger"	Advertising	8 36	
Cunningham, F. H.....	Services as extra clerk	122 00	
do	Extra services <i>re</i> bounty	131 25	
Flynn, Wm.....	Postage	35 00	
Gilbert, E. W.....	Services as extra clerk	550 70	
Grant, I. L.....	Extra services <i>re</i> bounty	51 00	
Grant, M.....	do do	27 00	
Harrison, R. S.....	Services as extra clerk	184 50	
Jenkins, S. J.....	Extra services <i>re</i> bounty	90 00	
Kent, S. B.....	do do	57 80	
Longworth, K. A.....	do do	24 50	
Loux, C. L.....	Services as extra clerk	53 70	
Mackenzie, R. F.....	do do	48 00	
Makinson, W. A.....	do do	553 10	
Taylor, John.....	Distributing fishing bounty.....	161 00	
Watson, James.....	Services as extra clerk.....	734 00	
Webster, Jas. S.....	Extra services <i>re</i> bounty	267 90	
Winter, Chas. F.....	Services as extra clerk	684 00	
	Printing.. ..		7,911 12
			18 65
	Total		7,929 76

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

FISH BREEDING.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
NEWCASTLE HATCHERY (ONTARIO).			
Allan, J. S.	Use of nets and trip collecting ova, Colpoy's Bay...	560 00	
Cooper, E. S.	Stone	10 50	
Douglas, Thos.	Express charges, horse hire, etc.	139 08	
Fothergill, R.	Coal oil and telegraphs	54 44	
Grose, Wm.	Coal	72 97	
Gutta Percha Rubber Co.	Rubber hose.....	6 48	
Kenefick, John.....	Wages as assistant	380 00	
Kenefick, Wm.	Labor	108 13	
Kenefick, Pat.	do	13 75	
McKenna, Wm.	Tin sieves.....	5 40	
Otton, John.....	Hauling coal, etc.....	39 22	
Piper, L. N. & Son.....	Fish trays	219 15	
Rolfe, Jno. H.	Painting fish trays	33 06	
Rose, M. O.	Rubber hose and ladder	12 50	
Simmons & Pool	Lumber and repairs to dam.....	500 76	
Stillwell, Fred.....	Blacksmith's work	12 75	
Walker, John.....	Paid girls for picking eggs.....	165 30	
do	Salary as assistant, Newcastle Hatchery.....	540 00	
Wilmot, Saml.	Disbursements, collecting ova, distributing fry, &c. .	585 31	
Wilmot, Chas.	Salary as officer in charge, Newcastle Hatchery	750 00	
do	Disbursements do	802 98	
Wright, James.....	Tinware.....	5 18	
			4,997 97
SANDWICH HATCHERY (ONTARIO).			
Adams, W.	Painting hatchery.....	194 26	
Adamson, Robt.	Collecting ova.....	15 00	
Anthony, Danl.	do	15 00	
Brown, A. S.	Sawing wood	20 30	
Gauthier, O. W.	Use of tug collecting ova.....	58 10	
Grey, George.....	Collecting ova	15 00	
Hill, Wm.	Wages as assistant.....	269 51	
Jenks, Jas. & Co.	Engine and pump.....	425 00	
Lacharity, Ant.	Collecting ova	25 50	
Lemonde, O.	Wages as engineer.....	152 00	
McCombs, A. H.	do	302 75	
McGregor, J.	Steam boiler and strainer.....	345 42	
McKee, Jas.	Supplying ova, and rent of ground.....	120 00	
Nutson, W. G.	Lumber	71 82	
Odette & Whetty	Cement and coal	21 00	
Parker, Wm.	Salary as Officer in charge of Hatchery, to 30th June, 1886.....	750 00	
do	Disbursements as Officer in charge of hatchery, to 30th June, 1886.....	764 85	
Parré, Joseph.....	Cord wood and labor collecting ova.....	389 00	
Pequegnot & Co.	Hardware.....	74 02	
Purser, R. & Sons.....	Furnishing and laying pipes	555 00	
Rankin, A.	Board of men.....	15 00	
			4,696 57
MAGOG HATCHERY (QUEBEC).			
Moore, A. H.	Salary as officer in charge, to 30th June, 1886.....	600 00	
do	Disbursements in connection with hatchery.....	590 93	
Wilmot, Samuel.....	Disbursements transferring eggs from Newcastle hatchery.....	55 95	
			1,246 88
Carried forward.....			10,943 43

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		10,943 42
	TADOUSSAC HATCHERY (QUEBEC).		
Argentine, J.....	Labor at hatchery.....	7 70	
Boivin, F.....	Distributing fry.....	6 00	
Bouliane, F.....	Labor and watching.....	81 40	
Bouliane, O.....	Provisions, &c.....	20 53	
Bourgoing, F.....	Twine.....	5 00	
Catellier, Ls. N.....	3 months salary as officer in charge, Tadoussac hatchery.....	102 00	
DuBerger, H.....	Assistance.....	10 00	
Duchesne, David.....	Spawning salmon.....	6 40	
Duchesne, Louis.....	Distributing salmon fry.....	12 00	
Gauthier, P.....	do do.....	3 00	
Girard, O.....	do do.....	7 50	
Hovington, Wm.....	Setting salmon nets at Pointe Rouge.....	148 48	
Levesque, Ete.....	Labor at hatchery.....	34 88	
Levesque, L.....	Carpenters work.....	1 50	
Maltais, Frs.....	Cutting wood.....	1 80	
Maltais, Thos.....	Hauling wood.....	3 00	
Manning, Bell.....	Spawning salmon.....	15 00	
Morneau, André.....	do.....	6 40	
Mowat, John.....	6 months salary as temporary officer in charge, Tadoussac hatchery.....	600 00	
do.....	Disbursements in connection with hatchery.....	18 98	
Nicholas, S.....	Boat hire.....	16 12	
Olson, Herman.....	Labor at hatchery.....	14 63	
Otis, J.....	do.....	13 60	
Perron, U.....	Blacksmith's work.....	4 52	
Plourde, P.....	Wages as assistant.....	364 00	
Plourde, P. jun.....	Spawning salmon.....	4 00	
Poitras, A.....	Labor at hatchery.....	66 50	
Poitras, Pitre.....	do.....	13 25	
Radford, Jos.....	3 months salary as officer in charge of hatchery.....	150 00	
Scott, H. S. & Co.....	Hardware.....	32 77	
Simard, H.....	Setting salmon nets.....	3 50	
Simard, D.....	do.....	8 80	
Terrieau, Roger.....	Spawning salmon.....	1 50	
Therrien, B.....	Labor at dam.....	11 70	
Tremblay, J.....	Blacksmith's work.....	1 00	
Tremblay, Kaif.....	Labor at hatchery.....	2 00	
Vaillancourt, V.....	Cotton, glass, etc.....	0 68	
			1,800 72
	GASPÉ HATCHERY (QUEBEC).		
Adams, A.....	Labor at hatchery.....	6 25	
Adams, J.....	Distributing fry.....	38 00	
Annett, F. J.....	do.....	15 80	
Cass, J.....	do.....	33 10	
Coffin, R. B.....	do.....	53 80	
Coffin, J. B.....	do.....	42 80	
Coffin, J.....	do.....	10 50	
Coffin, A.....	do.....	9 00	
do.....	Canoe.....	3 00	
Collas, J. & E.....	Hardware, etc.....	23 20	
Davis, Jno. S.....	Capturing and watching parent salmon.....	244 75	
do.....	Cutting pickets, labor, etc.....	51 50	
	Carried forward.....	531 70	12,744 14

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward	\$ cts. 531 70	\$ cts. 12,744 14
	GASPE HATCHERY (QUEBEC)—<i>Concluded.</i>		
Davis, J.	Rope	8 18	
Davis, Henry	Salary as assistant, Gaspé Hatchery	300 00	
do	Distributing fry, etc.	19 35	
Davis, A.	do	54 00	
Davis, Wm C.	Ladder, hauling coal and lumber	42 50	
Davis, Félix	Labor at hatchery	15 80	
Eden, Jos.	Coal	30 00	
LeMesurier, A.	Stove piping	2 25	
Miller, P.	Distributing fry	27 00	
Miller, L.	do	36 00	
Moullin, P.	do	12 00	
McCallum, J.	do	11 00	
Olsen, Hy.	Capturing salmon, labor, etc.	65 10	
Patterson, J.	Distributing fry, labor, etc.	54 17	
Patterson, J. N.	Ferries	15 60	
Patterson, L. A.	Knitting twine	9 20	
Stanley, A.	Distributing fry	39 00	
Suddard, S.	do and labor	46 45	
Vibert, Philip	Salary as officer in charge, to 30th June, 1886.	300 00	
do	Disbursements do	139 73	
			1,759 03
	RISTIGOUCHE HATCHERY (QUEBEC AND N.B.)		
Adams, M.	Supplying, parent salmon and use of horse	251 00	
Alexander, A. E.	Paint, oil, etc.	127 88	
Arseneau, F.	Labor at hatchery	15 75	
Aker, G. E.	Tinware, repairs, etc.	38 80	
Bechervaise, J. W.	Collecting ova	31 50	
Pell, S. W.	Repairing dam	3 00	
Bolton, E.	Capturing and guarding parent fish, etc.	155 00	
Cantwell, T.	Carpenter work, repairing dam, etc.	175 00	
Christopher, R.	Setting nets, etc.	12 00	
Cleveland, N.	Building dam	54 25	
Dorion, L.	do	54 00	
Doucet, George.	Painting	36 75	
Downs, James.	Stakes	25 00	
Englert, Henry.	Distributing fry	7 50	
Emerson & Fisher.	Meat chopper and stove	18 50	
Estey, Allwood & Co.	Rubber boots	6 60	
Ferguson, A.	Nails and spikes	10 64	
Gelant, Jos.	Labor at hatchery	1 50	
Gerrard, R. D.	Repairing nets and cleaning reservoir	18 50	
Gillis, J.	Supplying salmon and nets, oil, glass, etc.	380 05	
Gillis, Harvey.	Rent of land and water privilege Gillis Island.	12 00	
Johnston, Ensem.	Food for fish	2 08	
Mann, E.	Distributing fry, labor, etc.	47 20	
Mann, W.	Doors	16 00	
Moors, James.	Towing, etc.	22 00	
Mowat, Alex.	Salary as officer in charge, to 30th June, 1886.	600 00	
do	Disbursements in connection with hatchery	386 72	
Mowat, J. P.	Lumber, nets, etc.	289 58	
Mowat, W.	Capturing and guarding parent fish	165 00	
Mowat, John.	Use of scow and nets.	100 00	
Murray, Wm.	Rent of water privilege, Murray's Island.	15 03	
	Carried forward	3,078 30	14,503 17

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	3,078 80	14,503 17
	RISTIGOUCHE HATCHERY (QUEBEC AND N.B.)—<i>Con.</i>		
McBeath, A.....	Building tank, repairing reservoir, etc.....	368 00	
McDonald, Wm.....	Labor at hatchery.....	15 00	
McMillan, John.....	Bolts, etc.....	6 51	
Nelson, R.....	Distributing fry, towage of lumber, etc.....	420 60	
N. Y. Coal Tar Chemical Co.....	Varnish.....	7 00	
Quinn, John.....	Work at reservoir.....	13 75	
Robertson, Wm.....	Salary as Assistant, to 30th June, 1886.....	380 00	
do.....	For property acquired in connection with hatchery...	100 00	
do.....	Disbursements in connection with hatchery.....	22 10	4,391 26
	MIRAMICHI HATCHERY (N.B.)		
Call, R. B.....	Coal.....	27 00	
Ferguson, John.....	Hardware, etc.....	76 07	
Gillis, Patrick.....	Capturing parent salmon.....	75 80	
Hogan, Patrick.....	do and horse hire.....	118 00	
Hogan, J.....	Teaming.....	56 00	
Murphy, Richard.....	Capturing parent salmon.....	66 00	
McCluskey, O.....	Distributing fry.....	27 95	
Phinney, J. H.....	Fish cane, stove piping, etc.....	21 93	
Ryan, Michael.....	Capturing parent salmon.....	58 80	
Sinclair, E.....	Lumber.....	32 53	
Sheasgreen, Jas.....	Teaming, repairing dam, distributing fry, etc.....	120 90	
Sheasgreen, W. F.....	Capturing parent salmon, labor at dam, etc.....	148 10	
Sheasgreen, Isaac.....	Salary as officer in charge, to 30th June, 1886.....	500 00	
do.....	Horse hire.....	10 00	1,339 08
	ST. JOHN RIVER HATCHERY (N.B.)		
Cameron, John.....	Canoeing.....	24 25	
Fraser, Donald.....	Board of men.....	11 65	
Merchant, N. D.....	Hauling canoes.....	17 50	
McCluskey, Chas.....	Salary as officer in charge, to 30th June, 1886.....	600 00	
do.....	Disbursements in connection with hatchery.....	433 32	
McCluskey, J. C.....	Provisions.....	46 99	
McCluskey, R. A.....	Wood, and hauling coal.....	36 00	
McCluskey, M. F.....	Labor at hatchery.....	84 25	
McCluskey, R. E.....	Picking fish eggs.....	11 00	
McDougall, John.....	Board of men.....	8 00	
Perley, T. A.....	do.....	10 00	
Pickett, Margaret.....	Rent of land for 1885.....	50 00	
do.....	Feeding fry.....	5 00	
Taylor, John.....	Camping outfit.....	3 83	
Tibbitts, James.....	Coal and freight.....	45 00	
Topham, Nelson.....	Hauling supplies.....	17 50	
Wilmot, Saml.....	Disbursements, transferring eggs from Newcastle Hatchery.....	91 65	
Wilmot, Chas.....	do do do.....	17 00	1,512 94
	Carried forward.....		21,746 45

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		21,746 45-
	BEDFORD HATCHERY (N.S.)		
Anderson, O. & W.....	Oil.....	11 65	
Archibald, A.....	Distributing fry.....	1 50	
Beck, William.....	Use of nets, etc.....	35 75	
Bell, A. M.....	Twine.....	4 43	
Boutillier, Ed.....	Capturing parent salmon.....	57 60	
Boutillier, Chas.....	do.....	67 50	
Boutillier, Silas.....	do.....	52 50	
Byers, Thomas.....	do.....	19 00	
Cameron, Wm.....	do.....	11 00	
Campbell, Peter.....	do.....	90 50	
Candle, J.....	Repairing floor.....	55 00	
Daniels, J. A.....	Lathing and plastering.....	106 25	
Dawson & Ryan.....	Towage of scow.....	8 00	
Deal, Augustus.....	Plumber's work.....	9 00	
Ennie, J.....	Collecting ova, and labor.....	186 25	
Ford, T.....	Distributing fry.....	30 04	
Fraser, D.....	do.....	1 50	
Fultz, B. D.....	Wheelbarrow.....	5 50	
Gates, Samuel.....	Hauling lumber.....	7 25	
Gaul, Wm.....	Rubber boots.....	14 00	
Geldert, D. M.....	Horse hire.....	24 00	
Guld, E. S.....	Hardware.....	11 78	
Holesworth, R. M.....	Conveying salmon fry.....	6 00	
Harris, Geo. J.....	Plumber's work.....	96 82	
Harvey, J.....	Distributing fry.....	4 00	
Hatfield, J. A.....	do.....	36 90	
Hogan, Jno. & Sons.....	Cement, etc.....	211 30	
Intercolonial Railway.....	Freight.....	41 95	
Jones, Philip.....	Lease of water privilege.....	8 00	
Johns, D. L.....	Lumber and repairs to hatchery.....	528 70	
Johnstone & Co.....	Lumber.....	8 76	
Keizer, Jas. M.....	Teaming.....	32 41	
Landsberg, George.....	Capturing parent salmon.....	45 00	
Limbach, M. & Co.....	Faucets and express charges.....	26 30	
Macdonald, Abraham.....	Guarding salmon nets.....	47 00	
Moir, Sons & Co.....	Repairs to hatchery, coal, etc.....	195 64	
Mott, J. P.....	Lime.....	3 50	
Murray, G.....	Distributing fry.....	6 00	
Muirhead, Andrew.....	Watching salmon.....	72 00	
McIntyre, W.....	Distributing fry.....	20 50	
McKay, D.....	do.....	3 00	
Nicholson, David.....	Shingles.....	16 00	
New York Coal Tar & Chemical Co.....	Varnish.....	7 00	
Redden, George.....	Distributing fry.....	8 00	
Robley, Thomas.....	Carpenter work.....	5 00	
Rowlings, George.....	Material for tank.....	46 98	
Rowlings, Mrs. Geo.....	Board of men.....	29 82	
Smith & Kaye.....	Drain pipes.....	29 55	
Solis, Samuel.....	Guarding parent salmon.....	78 75	
Stewart, Robt.....	Labor at hatchery.....	25 00	
Stone, George.....	do.....	10 50	
Taylor, J. E. M.....	Painting.....	84 50	
Theakston & Angwin.....	Hardware.....	85 28	
Thompson, N S.....	Distributing fry.....	4 00	
	Carried forward.....	2,634 06	21,746 45

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts 2,634 06	\$ cts. 21,746 45
	BEDFORD HATCHERY—<i>Concluded.</i>		
Tolson, A.....	Horse hire, distributing fry, etc.....	169 97	
Tolson, F. G.....	Wages as assistant, Bedford Hatchery.....	252 00	
VanBuskirk, J. E.....	Ladder.....	4 70	
Walker, Mrs. Wm.....	Board of men.....	12 50	
Ward, P. M.....	Hire of net.....	10 00	
Ward, James.....	Horse hire.....	40 00	
Warner, Wm.....	Capturing parent salmon.....	138 75	
Warner, A.....	Capturing fish and hire of boat.....	24 00	
W. U. Telegraph Co.....	Telegram.....	4 35	
Willis, Wm.....	Hauling coal, etc.....	79 35	
Wilmot, A. B.....	Salary as officer in charge, to 30th June, 1886.....	800 00	
do.....	Disbursements.....	571 81	
Wilson, J. E.....	Stoves and tinsmith's work.....	41 95	
Wilmot, Samuel.....	Disbursements transferring eggs from Newcastle Hatchery.....	52 40	
			4,855 84
	SYDNEY HATCHERY (N.S.).		
Carmichael, Donald.....	Labor at hatchery.....	19 00	
Clements, Wm.....	Towing scow.....	23 75	
Dunlop, J. G.....	Distributing fry.....	31 50	
Dunlop, W. J.....	Salary as assistant, Sydney Hatchery.....	360 00	
do.....	Horse hire, and distributing fry.....	94 00	
Dunlop, David.....	Teaming.....	20 00	
Farquharson, O. A.....	Salary as officer in charge, to 30th June, 1886.....	500 00	
do.....	Disbursements as officer in charge.....	294 25	
Gillis, L.....	Capturing parent salmon.....	26 00	
Gillis, R.....	Storm saashes.....	3 60	
Harrington, O. H.....	Lumber.....	37 55	
Ingraham, O. L.....	Hardware.....	104 25	
Mackenzie, Jas. A.....	Stationery.....	15 00	
Morrison, John.....	Repairing nets and capturing parent salmon.....	129 05	
McArthur, John.....	Labor at hatchery.....	10 00	
McDonald, Allan.....	Lumber.....	11 70	
McIntyre, Wm.....	Capturing parent salmon.....	68 00	
McLellan, N. & J.....	Stove pipes, cans, etc.....	29 70	
McLennan, A.....	Distributing fry.....	71 00	
McLennan & Farquharson.....	Lumber and hauling coal.....	48 70	
McLeod, Angus.....	Painting, papering, etc.....	35 77	
McRae, A.....	Capturing parent salmon, and distributing fry.....	189 50	
McRae, A. F.....	Use of team.....	8 00	
McBury, Norman.....	Labor at hatchery.....	15 00	
N. Y. Coal & Tar Chemical Co.....	Varnish.....	3 50	
Ross, J. J.....	Labor at hatchery.....	19 00	
Ross, John A.....	Cotton, nails, etc.....	6 72	
Ross, Donald.....	Capturing parent salmon.....	320 90	
Ross, David.....	Watching do.....	63 70	
Sydney & Louisburg Coal Co.....	Coal.....	48 35	
Watson, Edmund.....	Boxes.....	5 00	
			2,622 39
	Carried forward.....		29,224 68

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		29,224 68
	DUNK RIVER HATCHERY (P.E.I.).		
Beatish, R.....	Tin cans.....	48 00	
Clark, Henry.....	Salary as officer in charge, to 30th June, 1886.....	400 00	
do	Disbursements.....	19 30	
Clark, Bertram.....	Labor at hatchery.....	63 75	
Doyle, Pierce.....	Repairs.....	37 20	
Rogers, D.....	Coal.....	115 42	
N. Y. Coal Tar Chemical Co.....	Varnish.....	8 50	
			687 17
	FRASER RIVER HATCHERY (B.O.).		
Brunette Saw Mill Co.	Use of steamer distributing fry.....	30 00	
Bule, John.....	Labor at hatchery.....	275 00	
Butler, John.....	do.....	189 00	
Campbell, G. W.....	do.....	98 07	
Canadian Pacific Navigation Co.....	Freight.....	94 80	
Cunningham, Jas. & Co.	Hardware, coal oil, etc.....	87 17	
Curtis, D. S. & Co.....	Thermometers.....	1 50	
Ewen & Co.....	Salmon netting.....	20 00	
Gregory, A. & Co.....	Salmon net.....	60 00	
Hall, Z. S.....	Stationery.....	7 25	
Holden, Ed. P.....	Saving boat.....	5 00	
Lund, A. O.....	Water casks.....	4 00	
Mowat, Thomas.....	Salary as officer in charge, to 30th June, 1886.....	1,224 00	
do	Disbursements in connection with Hatchery.....	791 01	
Mowat, M. M.....	Wages as assistant.....	760 00	
do	Steamboat fares.....	3 50	
McDonald, F. B.....	Nails, cotton, etc.....	44 67	
McNaughton, O. M.....	Tags.....	9 00	
Nelson, R. P.....	Labor at hatchery.....	123 07	
O'Connors, A.....	do.....	333 80	
Ovens, Thomas.....	Egg tongs, etc.....	7 00	
Owners Steamer "Adelaide".....	Freight.....	10 50	
Owners Steamer "Robt. Dunsmuir".....	Use of steamer distributing fry.....	89 75	
Owners Str. "Gladys".....	do do.....	108 00	
Pittendrigh, A. E.....	Labor at hatchery.....	445 00	
Royal City Planing Mills Co.....	Lumber, etc.....	14 14	
Scoullar & Co., E. S.....	Wire baskets, hardware, etc.....	537 80	
Smith, Arthur.....	Labor at hatchery.....	21 12	
Telegraph & Signal Service.....	Telegrams.....	1 10	
Trapp, Bros., Estate of.	Rope, etc.....	2 87	
White, N. A.....	Woollen gloves.....	3 00	
Wintemute Bros.....	Wooden faucets.....	7 00	
Wise, Jos. M.....	Coal.....	7 75	
			5,405 87
	Carried forward.....		35,317 72

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISH BREEDING—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		35,317 72
	GENERAL ACCOUNT.		
Allen, Wm.....	Work on fish-ways, Magaguadavic River.....	31 50	
Bauset, S. P.....	Inspecting Ohâteauguay, Jésus and Yamaska Rivers.....	56 00	
Blackney, John.....	Work on fish-ways, Magaguadavic River.....	11 83	
Boden, Richard.....	do do.....	36 00	
Bolton, Richard.....	do do.....	3 00	
Brown, J. A. & Co.....	Half cost of fish-way, Annapolis River.....	115 80	
Burland Lithographic Co.....	Printing cards of close seasons.....	150 00	
Cameron, A.....	Half cost of fish-way, St. Mary's River.....	70 37	
Carson, O. A.....	Work on fish-way, Magaguadavic River.....	18 00	
Carter, R. L.....	Wages building fish-ways.....	87 60	
Cawley, Michael.....	Work on Magaguadavic River fish-ways.....	52 00	
Coady, Michael.....	do do.....	16 62	
Curry, A. S.....	Disbursements building fish-ways.....	130 91	
do.....	do Tiddish River.....	172 50	
do.....	do Bedford River.....	170 05	
Davis, Peter.....	Work on fish-ways, Magaguadavic River.....	7 50	
Dion, Geo.....	Repairs to Matane fish-way.....	11 75	
Ellis, Nathan.....	Ballasting fish-way, Thomas' Falls, Sackville River.....	20 00	
Frawley, Michael.....	Lumber for fish-ways, Magaguadavic River.....	598 63	
Garnet, Wm.....	Work on fish-way do.....	24 00	
Gillmor, Danl.....	do do.....	47 50	
Gillmore, Wm.....	do do.....	16 80	
Gillmore, Edgar.....	Teaming do.....	12 00	
Gillmore, E. F.....	Hauling stone do.....	21 00	
Gillmor, Eldorado.....	Wages as guardian, Magaguadavic fish-ways.....	20 82	
Gordon, Mark.....	Work on fish-way do River.....	14 25	
Gorrill, J.....	Repairs to fish-way, Trout River.....	35 00	
Hall, George.....	Work on fish-ways, Magaguadavic River.....	40 50	
Harris & Campbell.....	Models of fish-ways.....	6 00	
Holt, W. H.....	Work on fish-way, Magaguadavic River.....	19 50	
Kaulback, E. N.....	Removing obstacles to ascent of fish in Petite River.....	100 00	
Kinney, J. B.....	Disbursements building fish-ways.....	24 50	
do.....	Iron scraper.....	35 00	
Kinney, W. H.....	Half cost of fish-way, on Salmon River.....	73 87	
do.....	do Sackville River.....	175 28	
do.....	do Black River.....	45 35	
do.....	do Shinimicas River.....	107 00	
do.....	do do.....	89 53	
do.....	do River Philip.....	72 69	
do.....	Wages and repairs, re Magaguadavic fish-ways.....	194 00	
do.....	Wages for building and locating fish-ways.....	617 40	
Matherson, Geo.....	Lumber for fish-ways, Magaguadavic River.....	74 58	
Melon, Mathew.....	Work on fish-ways do.....	23 80	
Milican, D.....	do do.....	8 40	
Merrick, H.....	Special report on Ontario fisheries—travelling expenses.....	500 00	
Munson, Robert.....	Work on fish-ways, Magaguadavic River.....	18 76	
Murray, James.....	do do.....	59 76	
McGee, George.....	Teaming do.....	13 50	
McGee & O'Brien.....	Hardware do.....	146 90	
McCallum, D. F.....	Half cost of building fish-way on Avon River and ballasting same.....	384 30	
McGowan, J.....	Blacksmith's work.....	28 35	
McGrattan, John.....	Work on fish-ways, Magaguadavic River.....	74 70	
McKay, Thos.....	do do.....	60 68	
	Carried forward.....	4,955 75	35,317 72

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

FISH BREEDING—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward	\$ cts. 4,955 75	\$ cts. 35,317 72
	GENERAL ACCOUNT—<i>Concluded.</i>		
McLeod, Malcolm.....	Half cost of fish-way, John River.....	154 92	
Oxley, Alex.....	do River Philip.....	48 00	
Parry, Tary.....	Work on fish-way, Magaguadavic River.....	47 25	
Phillips, Edward.....	Work on fish-ways do	23 75	
Receiver-General	Superannuation tax on S. Wilmot's salary	40 00	
Ripley, James.....	Half cost of fish-way, River Philip.....	42 62	
Shaw, W. W.....	Work on fish-ways, Magaguadavic River.....	49 00	
Spofford, Jno.....	do do	20 25	
Stewart, Edward.....	Blacksmith's work do	19 50	
Sutherland, Robt.....	Half cost of fish-way, River John.....	154 58	
Taylor, Ellis.....	Work on fish-ways, Magaguadavic River.....	10 50	
Union Furniture Co....	Building fish-way, Little Bass River	257 48	
Webster, J. S.....	Disbursements inspecting fish-ways.....	40 00	
White, W.....	Work on fish-ways, Magaguadavic River.....	9 80	
Williams, Geo.....	do do	49 87	
Williams, Fred.....	do	47 25	
Wilmot, Samuel	Salary as superintendent of Fish Culture, to 30th June, 1886.....	1,960 00	
do	Disbursements as superintendent.....	365 54	
Wilmot, Ohas.....	Allowance as clerk to superintendent	250 00	
Woodbury, Ohas.....	Work on fish-ways, Magaguadavic River	6 00	
Wyman, J. B.....	Wages and disbursements building fish-ways, at Lawrencetown	189 06	
Stationery Office	Stationery for Superintendent.....	20 93	
	Total for Fish Breeding.....		8,721 08
			44,038 80

STATEMENT of Expenditure on account of Fisheries, etc.—Concluded.

RECAPITULATION.

FISHERIES, ETC.	\$ cts.	\$ cts.
Ontario.....	17,900 74	
Quebec.....	13,938 21	
Nova Scotia.....	17,852 53	
New Brunswick.....	15,719 36	
Prince Edward Island.....	3,187 73	
Manitoba.....	1,920 78	
British Columbia.....	1,878 53	
		72,397 63
Legal and incidental expenses.....	767 11	
Canadian Exhibits, etc.....	1,653 56	
Expenditure in connection with the distribution of fishing bounty....	7,929 76	
		10,350 43
FISH BREWING.		
Newcastle Establishment.....	4,997 97	
Sandwich do.....	4,698 57	
Magog do.....	1,246 88	
Tadoussac do.....	1,800 72	
Gaspé do.....	1,759 03	
Ristigouche do.....	4,391 26	
Miramichi do.....	1,339 08	
St John River do.....	1,512 94	
Bedford do.....	4,855 84	
Sydney do.....	2,822 39	
Dunk River do.....	687 17	
Fraser River (B.C.) Establishment.....	5,406 87	
General disbursements.....	8,721 08	
		44,033 80
Total.....		126,786 86

APPENDIX No. 2.

FISHING BOUNTIES.

GENERAL STATEMENT of Fishing Bounty Claims received for the Year 1885.

Province.	County.	No. of Claims Received.	No. of Claims Rejected.	No. of Claims held in abeyance.	No. of Claims Paid.
Nova Scotia.....	Annapolis.....	215	1		214
	Antigonish.....	145			145
	Cape Breton.....	552	12		540
	Coolchester.....	1			1
	Digby.....	365	5		360
	Guy'sboro'.....	982			982
	Halifax.....	1,403	11		1,392
	Inverness.....	596	3		593
	King's.....	30			30
	Lunenburg.....	629	6		623
	Pictou.....	21			21
	Queen's.....	207			207
	Richmond.....	1,035	1		1,034
	Shelburne.....	595	2		593
	Victoria.....	627	4		623
	Yarmouth.....	243	2		241
		7,646	47		7,599
New Brunswick.....	Charlotte.....	615	1	3	611
	Gloucester.....	700	6		694
	Kent.....	190	2		188
	Northumberland.....	13	1		12
	Restigouche.....	2	2		
	St. John.....	70	2		68
	Westmoreland.....	19	4		15
		1,609	18	3	1,588
Prince Edward Island....	King's.....	555	11		544
	Prince.....	437	4	77	356
	Queen's.....	125			125
		1,117	15	77	1,025
Quebec.....	Bonaventure.....	1,167	14		1,153
	Gaspé.....	2,073	15	1	2,057
	Saguenay.....	103	1		702
		3,943	30	1	3,913

RECAPITULATION.

Nova Scotia.....	7,646	47		7,599
New Brunswick.....	1,609	18	3	1,588
Prince Edward Island.....	1,117	15	77	1,025
Quebec.....	3,943	30	1	3,913
Totals.....	14,315	110	81	14,124

**GENERAL STATEMENT of Payments made on account of Fishing Bounty
Claims, for the Year 1885.**

Province.	County.	Amount Paid.	Total.
		\$ cts.	\$ cts.
Nova Scotia.....	Annapolis.....	1,610 08	
	Antigonish.....	862 50	
	Cape Breton.....	4,222 50	
	Colchester.....	74 00	
	Digby.....	5,029 02	
	Guysboro'.....	10,442 03	
	Halifax.....	14,382 77	
	Inverness.....	5,797 50	
	King's.....	239 50	
	Lunenburg.....	20,282 34	
	Pictou.....	286 00	
	Queen's.....	3,044 50	
	Richmond.....	10,210 49	
	Shelburne.....	12,399 50	
	Victoria.....	4,653 00	
	Yarmouth.....	10,384 00	104,019 73
New Brunswick.....	Charlotte.....	6,445 25	
	Gloucester.....	6,328 00	
	Kent.....	1,493 50	
	Northumberland.....	280 50	
	St. John.....	1,269 50	
	Westmoreland.....	111 50	15,908 25
Prince Edward Island....	King's.....	4,716 65	
	Prince.....	3,978 50	
	Queen's.....	1,509 50	10,204 65
Quebec.....	Bonaventure.....	8,005 00	
	Gaspé.....	16,424 78	
	Saguenay.....	7,035 00	31,464 78

RECAPITULATION.

Nova Scotia.....		104,019 73
New Brunswick....		15,908 25
Prince Edward Island....		10,204 65
Quebec.....		31,464 78
	Less refund.....	161,597 39
		58 00
	Total.....	161,539 39

STATEMENT showing Fishing Bounties paid to VESSELS in each County for the Year 1885.

Province.	County.	No. of Vessels.	Tonnage.	Average Tonnage.	No. of Men.	Amount Paid.
						\$ cts.
Nova Scotia	Annapolis.....	13	256	20	46	430 08
	Cape Breton	8	105	13	34	210 00
	Colchester	1	37	37	3	74 00
	Digby.....	73	1,531	21	414	3,033 02
	Guyaboro'	40	1,658	41	284	3,312 83
	Halifax.....	112	3,020	27	637	5,984 77
	Inverness	13	442	34	78	884 00
	King's	1	27	27	3	54 00
	Lunenburg	130	8,651	67	1,578	17,315 34
	Pictou	2	77	39	7	154 08
	Queen's	15	927	62	187	1,854 00
	Richmond	56	1,583	28	339	3,164 49
	Shelburne	75	4,599	61	1,006	9,198 00
	Victoria.....	5	83	17	21	166 00
	Yarmouth.....	85	4,710	55	1,210	9,415 50
		629	27,709	44	5,897	55,252 73
New Brunswick.....	Charlotte	73	1,261	17	296	2,508 25
	Gloucester	19	226	12	63	462 08
	Kent	6	92	15	20	184 00
	Northumberland.....	3	90	30	21	180 00
	St. John.....	27	451	17	96	902 00
		128	2,120	17	496	4,226 25
Prince Edward Island....	King's	11	346	31	61	626 15
	Prince	6	213	35	43	426 06
	Queen's.....	2	38	19	9	76 00
		19	597	31	113	1,128 15
Québec	Gaspé	24	797	33	132	1,524 26
	Saguenay.....	31	994	32	185	1,988 00
		55	1,791	33	317	3,512 26

RECAPITULATION.

Nova Scotia.....	629	27,709	44	5,897	55,252 73
New Brunswick	128	2,120	17	496	4,226 25
Prince Edward Island.....	19	597	31	113	1,128 15
Quebec	55	1,791	33	317	3,512 26
Totals	831	32,217	39	6,823	64,119 39

STATEMENT of Fishing Bounties, paid to BOATS, for the Year 1885.

Province.	County.	No. of Boats.	No. of Men.	Amount Paid.
				\$ cts.
Nova Scotia.....	Annapolis	201	324	1,180 00
	Antigonish	145	275	982 50
	Cape Breton	532	1,098	4,012 50
	Digby	287	581	1,993 00
	Guyaboro'	942	1,984	7,129 50
	Halifax	1,280	2,248	8,898 00
	Inverness	580	1,403	4,913 50
	King's	29	51	185 50
	Lunenburg	493	773	2,947 00
	Pictou	19	37	132 00
	Queen's	191	319	1,190 50
	Richmond	978	1,925	7,046 00
	Shelburne	518	877	3,201 50
	Victoria	618	1,278	4,487 00
	Yarmouth	156	263	968 50
		6,970	13,396	48,787 00
New Brunswick.....	Charlotte	538	1,100	3,937 00
	Gloucester	675	1,634	5,876 00
	Kent	182	387	1,309 50
	Northumberland	9	22	80 50
	St. John	41	100	387 50
	Westmoreland	15	31	111 50
		1,460	3,254	11,682 00
Prince Edward Island....	King's	533	1,183	4,090 50
	Prince	350	1,025	3,552 50
	Queen's	123	418	1,433 50
		1,006	2,606	9,076 50
Quebec.....	Bonaventure	1,153	2,174	8,005 00
	Gaspé	2,033	3,955	14,900 50
	Saguenay	671	1,358	5,047 00
		3,857	7,485	27,952 50

RECAPITULATION.

Nova Scotia	6,970	13,396	48,787 00
New Brunswick	1,460	3,254	11,682 00
Prince Edward Island	1,006	2,606	9,076 50
Quebec	3,857	7,485	27,952 50
Totals	13,293	26,741	97,478 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, for the Year 1885.

NOVA SCOTIA.

ANNAPOLIS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty paid.
							\$ cts.
83,258	Alfred	Annapolis	22	Chas. Longmire.....	Hillsburne	7	41 00
83,261	Economist	do	14	Adelbert Ryder.....	Granville.....	3	28 00
83,260	Gazelle	do	20	Andrew Sprowl.....	do	a 3	28 58
54,324	Hero	Digby	26	Caribbean Co.....	do	b 3	26 00
36,569	Hope	Halifax.....	34	Elias Hudson	Granville.....	c 3	46 75
51,738	Ita	St. Andrews, N.B.	15	J. A. Woodworth....	do	d 1	18 75
77,768	Laconic	Shelburne.....	15	Thos. Magarvey.....	do	e 1	18 00
75,594	Lizzie G.	Digby	16	David Hayden	Victoria Beach...	7	33 00
83,256	Marquis of Lorne..	Annapolis	27	Caribbean Co.....	do	4	54 00
77,958	Maggie M.....	do	16	Parker Zwicker.....	Olements	3	33 00
83,257	Princess Louise....	do	21	Caribbean Co.....	do	5	42 00
83,253	Rescue	do	17	Josiah Burrell.....	Olements	4	34 00
77,956	Speed	do	13	Chas. W. Burrell....	do	5	26 00

a. 4 of crew did not fish 3 months. b. 7 of crew did not fish 3 months. c. 5 of crew did not fish 3 months. d. 3 of crew did not fish 3 months. e. 4 of crew did not fish 3 months.

CAPE BRETON COUNTY.

88,511	Annabell	Sydney.....	11	G. K. Mackeen.....	North Sydney...	5	22 00
88,506	Bonnie Kate.....	do	14	P. H. Stubbart.....	Little Bras d'Or.	5	28 00
88,507	Belle of Rome.....	do	14	Alex. Leblanc.....	do	5	28 00
80,977	J. W. Ingraham....	do	14	Chs. Ainsley.....	North Sydney...	3	28 00
80,973	Ocean Wave.....	do	20	Samuel Moore.....	Little Bras d'Or.	4	40 00
88,504	Quick Step.....	do	12	Jos. Marsh et al.....	Lingan	5	24 00
77,857	Sailors' Bride.....	do	10	Edward O'Brien....	Little Bras d'Or.	4	20 00
75,703	Stella Maria.....	do	10	M. W. Ingraham....	North Sydney...	3	20 00

COLOCHESTER COUNTY.

42,987	Daniel.....	Charlottetown, P.E.I.....	37	Jno. Robert.....	Tatamagouche...	3	74 00
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DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

DIGBY COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
72,978	Annie Coggins.....	Digby	22	Livingston Coggins.	Westport	6	44 00
75,612	Alice	Yarmouth	17	Handley Bates.....	Freeport.....	6	34 00
71,032	Arthur	do	22	Handford Outhouse..	Tiverton.....	6	44 00
80,795	Buda	Digby	20	S. P. Ruggles, M.O.	.....	6	40 00
49,441	Benj. Killam.....	Yarmouth	55	Alf. Perry, M.O.....	.....	f 10	105 00
85,684	Constitution.....	Digby	28	Thorne D. Turnbull.	.....	6	56 00
74,331	Condor.....	Yarmouth	10	M. Haycock, M.O....	.....	3	20 00
88,409	Carrie.....	Digby	12	Waitstill Lewis.....	Freeport.....	3	24 00
83,421	Charlie.....	Weymouth.....	10	J. D. Hutchinson....	Trout Cove....	3	20 00
74,326	Dreadnaught.....	Yarmouth	19	Wallace Gower, M.O.	Westport.....	6	38 00
75,711	Dove.....	do	20	Jos. Osinger.....	Tiverton.....	6	40 00
88,408	Elihu Burritt.....	Digby	20	H. O. Guptill.....	.....	7	100 00
75,757	Etta	Yarmouth	17	T. W. Webber, M.O..	Westport	6	34 00
77,740	Elmer.....	Digby	15	Walter Coggins.....	do	6	30 00
85,683	Edith L.....	do	16	Isaac Peters, M.O....	.....	5	32 00
80,797	Ella H.....	do	13	Milton Haines.....	Tiverton	3	26 00
75,601	Flash	Digby	10	Jas. A. Peters.....	Westport	3	20 00
75,614	Fawn	do	17	Isaac Peters, M.O....	.....	5	34 00
77,733	Freddie Stevens..	do	24	Wm. Howard.....	Westport	7	48 00
74,329	Fairy Queen.....	Yarmouth	12	W. Coggins, M.O....	do	6	24 00
80,798	Freddie G.....	Digby	17	Geo. Gower, M.O....	do	6	34 00
85,550	Fair Play.....	Yarmouth	11	Jno. Sollows.....	Port Maitland..	g 2	18 34
75,718	George Killam.....	Digby	30	Jns. S. Hayden.....	Granville.....	9	60 00
85,686	Gladstone.....	do	16	Aug. Haycock.....	Westport.....	6	32 00
83,259	Hettie May.....	Annapolis.....	16	J. U. Winchester....	Digby	3	32 00
80,799	Hattie T.....	Digby	16	Thos. O. Titus, M.O.	.....	A 5	29 34
80,800	Helea Maud	do	20	Ohas. McDormand,	.....	
				M.O.....	Westport.....	6	40 00
80,850	Happy Home.....	Yarmouth	14	Jno. Pugh, M.O.....	do	6	28 00
75,751	Helen Gertrude						
	Nickerson.....	do	16	Milton Haines.....	Freeport.....	5	32 00
80,604	Jennie.....	do	16	Ohas. Hicks, M.O....	Westport	6	32 00
74,328	J. D. Payson.....	do	42	Geo. Corning, et al..	Port Maitland..	13	84 00
77,957	Kedron.....	Annapolis.....	22	Howard Anderson....	Digby	5	44 00
83,404	Live Yankee.....	Digby	57	Jno. W. Snow.....	do	9	114 00
51,961	Lilly Dale.....	Yarmouth	11	D. W. Morrison.....	do	f 2	18 34
75,598	Lissie Jane.....	Digby	18	Jno. W. Snow.....	do	6	36 00
85,688	L. M. Ellis.....	do	35	O. N. Hughes.....	.....	7	70 00
46,664	Lilla Dale.....	do	14	Stephen Taylor.....	Granville.....	3	28 00
85,690	Lora T.....	do	15	Joseph Thurber.....	Freeport.....	7	30 00
83,407	Linnet.....	do	15	Jno. M. Haines.....	do	3	30 00
77,783	Lost Heir.....	Port Medway....	15	Amos. Outhouse.....	Tiverton.....	6	30 00
80,786	Lizzie P.....	Digby	12	Ohas. W. Perry.....	Freeport.....	6	24 00
85,534	Lloyd.....	Yarmouth	23	Theo. Oorning.....	Beaver River....	4	46 00
80,794	Minnie O.....	Digby	18	Ohas. Bailey, M.O....	Westport	6	36 00
74,332	Morning Star.....	Yarmouth	25	J. W. Cousins.....	Digby	4	50 00
85,687	Mabel.....	Digby	38	Orbin Sproul, M.O...	do	3	76 00
59,356	M. P. Reed.....	Annapolis.....	30	do	do	3	60 00
85,533	Minnie O.....	Yarmouth	12	Jno. N. Saunders....	Port Maitland..	5	24 00
77,618	Mary Queen.....	Barrington.....	34	J. W. Smith, M.O....	.....	10	68 00

f. 1 of crew, an American, not entitled to bounty.

g. 1 of crew did not fish 3 months. A. 1 of crew did not fish 3 months. i. 1 of crew did not 3 months.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc—Nova Scotia—Continued.

DIGBY COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty paid.
							\$ cts.
85,682	Malapert.....	Digby	22	Jas. Glaven, M.O....	Westport	8	44 00
88,401	Mizpah.....	do	63	Grocker & Brooks....	do	11	106 00
55,828	Minnie Ha Ha.....	Shelburne	19	W. H. Anderson.....	Digby	3	38 00
73,077	Nellie H. Ham.....	Digby	26	Isaac Peters, M.O....	do	9	52 00
75,714	Prince.....	Yarmouth	10	Geo. H. Stevens.....	Freeport.....	5	20 00
83,132	Restless.....	Digby	25	Thos. Pack.....	Westport.....	8	50 00
75,547	River Rose.....	Barrington.....	13	Geo. Cann, M.O.....	do	6	26 00
42,081	Randolph P.....	Digby	14	Chas McDormand, M.O.....	do	2	28 00
75,864	Roving Lizzie.....	Weymouth	11	Holmes Saunders.....	Sandy Cove.....	3	21 00
80,784	Silver Cloud.....	Digby	41	Jas. A. Peters.....	do	11	82 00
85,558	S. A. Crowell.....	Yarmouth	23	Luke Leblanc.....	Salmon River... ..	4	46 00
75,725	Stella.....	do	24	Jas. Tidd.....	Tidville	8	48 00
75,726	Thrush.....	do	13	Thos Pack, M.O.....	Westport.....	5	26 00
42,072	Ulrica.....	Digby	20	Jacob Davis, M.O....	do	7	40 00
61,501	Vesta.....	Shelburne	22	Clarence Peters, M.O	do	2	33 00
80,630	Vanity.....	Yarmouth	11	J. E. Perry.....	Port Maitland....	3	22 00
75,585	West Wind.....	Digby	25	J. W. Cousins.....	Digby	5	50 00
74,317	Willie.....	Yarmouth	27	Henry Glaven, M.O....	Westport.....	8	54 00
73,980	Wave.....	Digby	11	Samuel Thurber.....	Freeport.....	4	22 00
85,541	Willie M.....	Yarmouth	24	Josiah Ellis.....	Port Maitland ...	7	48 00
85,559	Willie F.....	do	12	M. Trahan.....	Salmon River... ..	6	24 00
71,364	Westman.....	Barrington.....	15	Maise Thibodeau.....	Port Acadie ..	5	30 00
75,722	Yuba.....	Yarmouth	15	Geo. Denton.....	Westport.....	6	30 00
74,336	Zouave.....	do	20	Jos. Snow.....	Digby	8	40 00
77,953	Zulu.....	Annapolis	18	Theodore Raymond..	Mink Cove.....	7	36 00

GUYSBORO' COUNTY.

80,985	Annie Roy.....	Guysboro'.....	80	G. E. Jost, M.O.....	Guysboro'.....	12	160 00
41,771	Atalia.....	do	34	T. H. Peebles, M.O....	Pirate Cove.....	4	68 00
80,992	Annie W.....	do	10	Elijah Walters.....	Wine Harbor.....	3	20 00
80,991	Atalanta.....	do	80	Sweet, McMillan & Co	Isaac's Harbor...	14	160 00
69,132	Belle of the Bay...	do	20	Robt. Morrison.....	Torrey.....	4	40 00
80,990	Bonnie Doon.....	do	18	do	do	4	26 00
37,565	Defiance.....	Halifax.....	24	Caleb Peart.....	Guysboro'	5	48 00
88,432	Drucilla.....	do	33	Jno. Dickson.....	St. Mary's River	4	68 00
80,988	Dido.....	Guysboro'.....	59	Sweet, McMillan & Co	Isaac's Harbor...	12	118 00
80,984	Estella.....	do	75	G. E. Jost, M.O.....	Guysboro'.....	12	150 00
80,994	Esperance.....	do	10	Jos. Fougère, jun....	Larry River.....	5	20 00
61,948	Eileen Eliza.....	Halifax.....	21	James Rudolph.....	Liscomb.....	5	42 00
80,931	Georgina.....	Guysboro'.....	80	J. McG. Cunningham	Guysboro'.....	16	160 00
80,996	Gertie Belle.....	do	15	Alex. Munro.....	do	5	30 00
80,987	Geraldine.....	do	89	A. N. Whitman.....	Oanso.....	22	156 53

j. 2 of crew, Americans, not intitled to bounty.

k. One of crew, from Newfoundland, not entitled to bounty.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

GUYSBORO' COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No of Crew.	Amount of Bounty Paid.
							\$ cts.
83,400	Hope.....	Halifax.....	13	Geo. Cook.....	Country Harbor.	2	26 00
80,993	Josie.....	Guysboro'.....	80	A. J. O. Maguire.....	Guysboro'.....	14	160 00
83,081	Jennie.....	Pt. Hawkesbury.	11	Jno. Jamieson.....	Steep Creek.....	2	22 00
46,106	Jane Otis.....	Halifax.....	50	Michael Keating.....	Port Mulgrave....	4	100 00
74,039	James Henry.....	Sydney.....	18	Wm. A. Archibald...	Sherbrooke.....	2	36 00
48,115	James.....	Halifax.....	16	Thos. Lucas.....	Beckerton.....	3	32 00
36,273	Jennie Lind.....	do.....	14	Wm. O'Hara.....	Ooddel's Harbor	5	28 00
75,789	J. O. Dakin.....	Liverpool.....	30	James Hemlow, jun.	Liscomb.....	6	60 00
54,137	Jno. Williams.....	Halifax.....	42	James Purcell.....	Port Mulgrave..	7	84 00
80,989	Laura.....	Guysboro'.....	80	J. McG. Cunningham	Guysboro'.....	11	160 00
77,781	Lina May.....	do.....	80	A. N. Whitman.....	do.....	12	160 00
69,964	Lizzie A.....	Pt. Hawkesbury.	20	Jno. F. Reeves.....	Port Mulgrave....	3	40 00
74,355	Lamode.....	Pictou.....	26	Jno. Forrestall.....	Aulds' Cove.....	5	52 00
74,117	Lizzie M.....	Halifax.....	37	Jno. H. Myers.....	Liscomb.....	4	74 00
69,141	Mary Elizabeth.....	do.....	16	Wm. G. Webber.....	Torbay.....	4	32 00
83,092	Maud F.....	Pt. Hawkesbury.	11	Wm. Critchett.....	Steep Creek.....	2	22 00
88,443	North Star.....	Halifax.....	25	Robert Cooper.....	Wine Harbor.....	4	50 00
80,970	Orion.....	do.....	24	Ed. B. Pelrine.....	Larry River.....	6	48 00
37,616	Pettipan.....	Guysboro'.....	22	Wm. Whitman.....	Guysboro'.....	4	44 00
76,892	Peter Mitchell.....	Pt. Hawkesbury.	26	Wm. Power.....	Pirate Harbor....	4	52 00
83,089	Soudan.....	do.....	80	James Purcell.....	Port Mulgrave....	12	160 00
76,839	Swallow.....	Halifax.....	73	Jno. Cumminger.....	Sherbrooke.....	6	146 00
74,120	Telephone.....	Port Medway....	70	Wm. McConnell.....	Port Hillford....	7	140 00
80,852	Victory.....	Halifax.....	80	James Purcell.....	Port Mulgrave....	14	160 00
72,061	Wm. E. Page.....	Guysboro'.....	80	A. N. Whitman.....	Canso.....	14	160 00

HALIFAX COUNTY.

36,474	Alexander Fraser..	Lunenburg.....	32	Richard Kelser.....	Halifax.....	4	64 00
90,487	Annie Eliza.....	Halifax.....	14	Arthur Day.....	Jeddore.....	3	28 00
73,964	Aubrey S.....	do.....	21	Jeffrey Gilbert.....	Petpiswick H'b'r	7	42 00
83,106	Annie Isabelle....	do.....	23	Martin Julien.....	W. Chezzetcook	7	48 00
57,727	Agnes.....	do.....	21	Jno. Hayes.....	Herring Cove....	6	42 00
74,020	Addie.....	do.....	17	Dennis Fagan.....	Ketch Harbor....	4	34 00
90,496	Black Prince....	do.....	18	Jas. W. Shaunwhite.	Terence Bay....	4	36 00
37,619	British Queen.....	do.....	20	Wm. Houbley.....	Spry Bay.....	4	40 00
73,969	Bertha E.....	do.....	20	H. A. Shatford....	Hubbard's Cove	4	40 00
75,808	Can't Help It.....	do.....	87	Wm. Beasley.....	do.....	18	114 00
85,381	Champion.....	do.....	17	Henry Shupeley, M.O	Terence Bay.....	4	34 00
61,623	Uarrie R.....	Guysboro'.....	16	Peter Jollimore....	do.....	3	32 00
74,108	City Belle.....	Halifax.....	21	Noah Fader, sen....	East Dover.....	4	42 00
74,071	Conдор.....	do.....	16	Jno. Julien.....	W. Chezzetcook	3	32 00
74,100	Candid.....	do.....	23	Dan. Lapierre.....	do.....	12	32 20
64,872	Catherine.....	do.....	20	do.....	do.....	4	40 00

L. 3 of crew did not fish 3 months.

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DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

HALIFAX COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
57,672	Daisy	Halifax	35	Sam. Smith	Ferguson's Cove	8	70 00
57,674	Dreadnaught	do	17	J. F. Slaunwhite	Terence Bay	3	34 00
80,986	Diamond	do	80	Chebucto Fishing Co. (Limited) .....	.....	16	160 00
85,667	Dart	do	10	Geo. Julien	W. Chezzetcook	2	20 00
85,655	Daisy	do	16	Wm. Johnson	Indian Harbor	m 2	26 67
85,651	Eley Elvy	do	18	Simon Hubly	Indian Harbor	4	36 00
80,832	Kila May	Lunenburg	16	Geo. Adam	do	3	32 00
61,965	Ellen	Halifax	32	Jos. Reyno, sr.	Herring Cove	5	64 00
90,481	Ella D.	do	32	Arch. Darrah	do	8	64 00
77,751	Flora Doll	do	63	Geo. W. Smith	Indian Harbor	14	126 00
82,227	Fleetwing	do	32	Thos. Lapiere	W. Chezzetcook	8	64 00
61,972	Fanny	do	17	James Bayers	Petpiswick Hbr.	4	34 00
55,836	Frank Newton	Sydney	40	Theo. Conrod	Sheet Harbor	8	80 00
61,903	Flying Cloud	Liverpool	20	Moses Brooks	Ketch Harbor	4	40 00
85,644	Flora	Lunenburg	41	Pik. Scallion	Herring Cove	8	82 00
37,488	Gypsy Lass	Halifax	26	Jno. P. Slaunwhite	Terence Bay	5	52 00
90,489	Green Leaf	do	44	Jas. Julien	Chezzetcook	12	88 00
41,818	Greyhound	do	23	James Henley, sr.	Spry Bay	4	46 00
85,382	G. H. Marryatt	do	24	Geo. H. Marryatt	Pennant	5	48 00
88,220	Grandee	do	14	Wm. Hart	Sambro	4	28 00
76,760	Guardian Angel	do	36	Jno. Reyno	Herring Cove	6	72 00
77,782	Hester A. R. Vogler	do	71	Geo. A. Pyke	Halifax	16	142 00
88,213	H. H. Belle	do	13	Jno. Longard	French Village	3	26 00
85,379	Helena	do	17	Dennis Ryan	Lower Prospect	4	34 00
90,484	Helena May	do	70	Geo. F. Boutilier, et al	French Village	15	140 00
69,097	Highland Jane	do	32	Geo. Hartling	East Jeddore	8	64 00
73,116	Hattie Lewis	do	53	J. E. Conrod .....	.....	9	106 00
83,134	Infant	Lunenburg	15	C. Slaunwhite, sr.	Terence Bay	3	30 00
83,306	I. O. N. A.	Halifax	26	And. Sullivan	Herring Cove	6	52 00
54,132	John Franklin	do	18	Jas. Dempsey, sr.	do	4	36 00
57,715	John Laurence	do	28	Wm. Higgins	Ketch Harbor	4	46 00
83,135	J. B. M.	do	20	Jno. Brown, sr.	Herring Cove	6	40 00
69,105	Lady of the Lake	do	20	Edward Walsh	Upper Prospect	4	40 00
88,431	May Flower	do	20	Jno. Lapiere	W. Chezzetcook	5	40 00
88,430	Morning Light	do	28	And. Lapiere	do	7	56 00
85,388	Mary Alice	do	21	Jas. H. Scott	East Dover	5	42 00
83,409	Minnie B.	do	18	Jas. W. Cornelius	Boutilier's Cove	4	36 00
46,498	Mariner	do	56	Wm. O. Henley	Sury Bay	8	112 00
85,385	Minnie M.	do	27	Isaac Lapiere	W. Chezzetcook	8	54 00
85,646	Maud	Lunenburg	16	Jas. W. Morash	North-W. Cove	4	30 00
83,408	M. A. Franklin	Halifax	23	Jas. Morash, sr.	West Dover	5	46 00
85,684	Mary E.	do	14	And. Twobig	Pennant	3	28 00
61,939	Margaret	do	22	F. G. Henrion	Fergusons Cove	4	44 00
83,106	Maud	do	15	Jos. Reyno	Herring Cove	4	30 00
86,277	Mathew Mooney	do	25	Jas. Beaver	Shoal Bay	n 2	33 32
85,380	Nimble	do	14	J. F. Slaunwhite	Terence Cove	4	28 00
80,843	Nettie B. H.	do	23	Wm. Hearn	Upper Prospect	4	46 00
83,107	North Star	do	26	Simon Lapiere	W. Chezzetcook	7	52 00
80,841	Nina	do	13	Thos. Siteman	Ship Harbor	4	26 00

m 1 of crew did not fish 3 months.

n. 4 of crew did not fish 3 months.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

HALIFAX COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty paid.
							\$ cts.
85,685	Nellie D.....	Halifax	12	Dan. Smith.....	Sambro.....	3	24 00
69,162	Norns.....	do	22	Geo. Schnair.....	Pennant.....	5	44 00
85,670	Osceola.....	do	80	S. D. Oakes.....	Halifax.....	16	160 00
83,305	On Time.....	Port Medway...	80	Jas. T. Thomson, M.O.	do	16	160 00
85,340	Ocean Ranger...	Lunenburg	13	Edward, Corney.....	East Dover....	2	28 00
85,652	Our Hope.....	Halifax.....	36	Chas. Wolfe.....	W. Chezzetcook	7	72 00
83,398	Ocean Child.....	do	19	Robt. Wolfe.....	Chezzetcook...	4	38 00
64,018	Ocean Bride.....	do	23	Mathew Lynch, jr....	Fergusons Cove.	8	43 00
88,215	Peep O'Day.....	do	12	Salter Publicover....	West Dover.....	4	24 00
67,681	Quickstep.....	do	22	Ed. Gallagher	Ketch Harbor...	5	44 00
75,575	Rising Dawn.....	Lunenburg.....	18	Jno. A. Wambolt....	Indian Harbor...	4	35 00
88,223	River Belle.....	Halifax.....	11	Rich. Christain	Upper Prospect..	3	22 00
73,119	Royal.....	do	12	James Fader.....	do	2	24 00
68,439	Ripple.....	do	20	Benj. Faulkner.....	West Jeddore....	5	40 00
74,098	Rival.....	do	30	Henry Lapierre.....	W. Chezzetcook.	7	60 00
59,462	Rival.....	do	19	Wm. R. Flemming....	Ketch Harbor...	3	38 00
53,551	Roving Bird.....	do	24	Jno. Brown, 1st.....	Herring Cove....	6	48 00
83,114	Sailors Fancy...	do	16	Jno. A. Wambolt....	Indian Harbor...	2	32 00
88,226	Sapphire.....	do	80	Chubucto Fishing Co. (Limited)	do	18	160 00
85,390	Susan O.....	Halifax.....	21	Dan. Oroucher.....	Hackets Cove....	4	42 00
61,985	Squirrel.....	do	15	Geo. J. Longard.....	do	3	30 00
83,118	Spray.....	do	15	Chas. H. Fader.....	Head Harbor....	3	30 00
74,087	Sea Gem.....	do	30	Wm. Jenner.....	East Jeddore....	7	60 00
41,787	Silver Dart.....	do	30	Jno. Hutt.....	do	5	60 00
69,134	Sophia Catherine	do	20	Chs. Shellnut.....	Shoal Bay.....	3	40 00
53,600	Star Light.....	do	29	Mark Power.....	Herring Cove....	5	58 00
64,869	Sarah L. Orner..	do	33	Edward Hayes.....	do	8	66 00
54,355	Silver Bell.....	Digby.....	34	Edward Leslie.....	Spry Bay.....	0 3	48 58
90,482	Two Forty.....	Halifax.....	18	Geo. H. Slaunwhite..	Terence Bay.....	4	36 00
85,387	Topaz.....	do	80	Chubucto Fishing Co. (Limited).....	do	16	160 00
88,224	Tormentor.....	do	15	Michael Rice.....	do	3	30 00
90,490	T. W. Wolfe.....	do	31	Simon Wolf.....	W. Chezzetcook.	6	62 00
75,833	Twilight.....	do	14	Eli Baker.....	East Jeddore....	6	28 00
77,836	T. W. Smith.....	do	34	Wm. Hayes.....	Herring Cove....	8	68 00
38,991	Vigete.....	do	32	Jno. Maskell.....	Jeddore	4	64 00
90,485	Violet West.....	do	36	Jno. Ferguson.....	W. Chezzetcook.	8	72 00
57,662	Village Bride...	do	24	Emm'l Fagan.....	Ketch Harbor...	5	48 00
90,488	Wave.....	do	19	Alex. McCarthy.....	Spry Bay.....	3	38 00
75,578	Wily.....	Lunenburg	13	James Morash.....	West Dover.....	3	26 00
61,904	Water Lily.....	Halifax.....	14	Artemus Zink.....	do	3	28 00
88,228	Welcome.....	do	33	Daniel Bonin.....	W. Chezzetcook.	8	66 00
88,222	Wave.....	do	15	F. Slaunwhite, jun..	Terence Bay	4	30 00
83,403	Walter Alton...	do	59	Wm C. Henley.....	Spry Bay.....	9	118 00
61,947	Widgeon.....	do	22	Frederick Harrigan.	Herring Cove....	4	44 00
66,727	Willow.....	do	18	Jeffrey Gorman.....	do	4	36 00
83,042	Western Belle...	Shelburne	23	Jno. Thomas, sen....	do	6	48 00
83,378	Zephyr.....	Halifax.....	14	Jas. O'Brien.....	Lower Prospect..	3	28 00

o. 4 of crew did not fish 3 months.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

INVERNESS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No of Crew.	Amount of Bounty Paid.
							\$ cts.
90,731	Annie E. Paint.	Pt. Hawkesbury.	80	Wm. H. Paint	Pt. Hawkesbury.	14	180 00
77,763	Fanny Young....	do	80	do	do	15	180 00
83,088	Good Intent	do	23	Geo. Walker.....	Basin River Inhabitants.....	2	48 00
69,54	Head Reaches...	do	56	Robert Murray	Port Richmond.	4	112 00
69,969	Morning Light...	do	39	David Walker.....	Basin River Inhabitants.....	3	78 00
38,417	Messenger	Arischat	30	Phil. Robin & Co....	Cheticamp.....	7	60 00
69,125	May Flower	Halifax.....	11	Polycarpe Cormier...	Eastern Harbor, Cheticamp....	3	22 00
61,630	Olive J.	do	57	Peter Malcolm.....	Carriboo Cove...	13	114 00
	Sisters	Chatham, N B...	13	Jno. Walker	Port Richmond.	2	28 00
83,090	Susan	Pt. Hawkesbury.	15	David Walker	Basin River Inhabitants.....	2	30 00
83,096	Saint Patrick....	do	11	Alf. A. Taylor.....	Margaree Harbor	4	22 00
83,094	Saint Mary	do	15	Désiré Chiasson.....	do	6	30 00
83,093	Swallow.....	do	12	Angus McIsaac.....	Pt. Hood Mines.	3	24 00

KING'S COUNTY.

36,126	Adelaide	Yarmouth	27	Henry E. Ogilvie.....	Harborville.	3	54 00
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LUNENBURG COUNTY.

85,739	Aubrey A	Lunenburg	80	Ben. Anderson, M. O	Lunenburg	14	180 00
83,140	Araunah	do	71	Jas. E. Hunt.	do	14	141 00
77,601	Atlas	do	52	Henry Moser, M.O...	South	11	104 00
83,176	Amazon.....	do	73	O. L. Silver, M.O...	Lunenburg	12	146 00
75,563	Acme	do	75	J. Henry Wilson, M.O	.....	12	150 00
46,476	Amiel Corkum..	do	53	W. A. Zwicker.....	Lunenburg	8	108 00
69,143	Arequipa	Halifax.....	36	Arch. Bell.....	New Dublin	7	72 00
83,307	Arizona	Lunenburg.....	80	Amiel Corkum, M.O.	La Have.....	17	160 00
88,602	Algeria	do	80	Ephraim Lohnes, M.O	do	14	160 00
57,28	Adoris	do	48	John Wentzel, M.O.	do	10	96 00
88,604	lanche	do	80	L. Anderson & Co,	.....	
				M.O's	Lunenburg	14	160 00
88,359	Bridewell.....	do	76	Jos. Dauphine, M.O.	.....	12	154 00
83,347	Brilliant.....	do	80	Jao. R. Young, M.O	Lunenburg	14	160 00
83,345	Beatrice	do	79	W. A. Zwicker	do	12	158 00
80,825	Bridgewater ..	do	60	Benj. Mason.....	Mahone Bay.....	11	1 00
85,730	Benlah	do	80	Ephraim Lohnes...	La Have.....	14	160 00
71,362	Benlah Benton..	do	38	Jeffrey Publicover...	.....	9	72 00
85,732	Conductor.....	do	80	S. Watson Oxner,	Lunenburg	14	160 00
				M.O.			

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

LUNENBURG COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
88,343	Ceylon	Lunenburg	80	Chas. Smith	Lunenburg	14	180 00
74,131	City Queen	do	53	John Bruhm	Mahone Bay	11	108 00
85,642	Charlotte E. C.	do	80	Wm. Colp	do	14	160 00
88,348	Cymbeline	do	80	Norman Oxner	Conquerall B'nks	14	160 00
74,014	Corsica	do	79	Henry Gresser, M.O.	La Have	12	158 00
71,367	Cordelia Vogler	Port Medway	68	Eli Ritcey, M.O.	do	14	182 00
85,332	Carrie McK	Lunenburg	56	Albert McKean	do	10	112 00
88,358	Dolphin	do	80	Geo. Geldert, M.O.	South	14	160 00
80,836	Dictator	do	79	S. Watson Oxner, M.O.	Lunenburg	12	158 00
85,736	Dominion	do	80	Wm. Smith, M.O.	do	15	160 00
88,355	D. A. Mader	do	80	I. A. Mader	Mahone Bay	17	160 00
77,607	Dianthus	do	45	Geo. Parks, M.O.	La Have	10	90 00
88,618	Darling	do	80	Jacob B. Sarty, M.O.	do	14	160 00
90,590	Evelyn	do	77	Amiel Corkum	do	12	154 00
83,136	Eva Stewart	do	80	Saml. Risser	do	14	160 00
69,173	Ellen May	do	80	D. Westhaver, M.O.	Martin's Brook...	12	120 00
88,356	Energy	do	80	Alex. Ohlsholm	do	14	160 00
85,731	Eva L. H.	do	62	Jas. Wentzel	Mahone Bay	14	124 00
85,637	Energetic	do	53	W. Norman Rein- hardt M.O.	La Have	10	108 00
90,584	Eldora	do	75	Wm. McGregor, M.O.	do	16	160 00
88,608	Egeria	do	80	J. D. Sperry	Little River	16	160 00
88,357	Floresta	do	57	Stephen Mosher	do	9	114 00
25,631	Forest Belle	do	80	Leonard Young	Lunenburg	18	160 00
75,571	Fanny	do	16	James Covey	La Have Island.	2	32 00
80,819	Florence B.	do	32	Elias. Richard, sen.	La Have	7	64 00
80,853	Fear Not	Halifax	80	J. D. Sperry, M.O.	Little River	16	160 00
71,338	Fish Hawk	Barrington	49	T. A. Wilson	do	10	98 00
85,374	Glenola	Lunenburg	80	Geo. A. Ross, M.O.	Lunenburg	14	160 00
90,582	G. A. Smith	do	80	Wm. Young	do	14	160 00
88,347	Geneva	do	80	do	do	17	160 00
80,831	Glide	do	16	Jno. S. Sperry, M.O.	West Dublin	4	32 00
77,621	Gazelle	do	46	J. D. Sperry, M.O.	Little River	8	92 00
90,588	Grenoble	do	47	Edward Weagle, M.O.	La Have	10	94 00
85,318	Hiram	do	67	Henry Adams, M.O.	Lunenburg	10	134 00
85,335	Hope	do	80	L. Anderson & Co., M.O.'s	do	14	160 00
77,786	Hesperus	Port Medway	17	Lenoir Oxner, M.O.	La Have	5	34 00
90,585	Iris	Lunenburg	80	David Smith, M.O.	Lunenburg	15	160 00
69,174	Ida May	do	48	John D. Gates	Blandford	9	92 00
74,019	Jewel	do	52	Leonard Young	Lunenburg	10	104 00
85,723	Jessie A. Loye	do	80	do	do	14	160 00
80,833	Josephine W.	do	59	Timothy Hebb	Mahone Bay	10	118 00
69,140	J. Croft	Halifax	45	Jacob Croft	West Dublin	8	90 00
85,727	Jessie	Lunenburg	40	Henry Pernette, M.O.	La Have	9	80 00
83,485	John M. Ingils	Liverpool	79	Jac. Sam. Wolfe, M.O.	West Dublin	15	158 00
74,015	Kohinoor	Lunenburg	77	Jos. Rudolf, Jun.	Lunenburg	12	154 00
69,184	Laura May	do	45	Ph. Shenkel	La Have	8	90 00
90,594	L. B. Young	do	80	J. W. King, M.O.	do	18	160 00
83,821	Leone	do	79	Alf. Heisler, M.O.	Lunenburg	14	158 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

LUNENBURG COUNTY—Continued.

Official Number	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
88,351	Louisa J. Selig.	Lunenburg	80	J. Moyle Rudolf, M O	Lunenburg	14	160 00
74,011	Lavinia	do	71	Geo. A. Ross, M O...	do	12	142 00
36,495	Lady Speedwell.	do	56	John H. Publicover..	Blandford	12	112 00
88,360	Lettie M. Hardy.	do	80	Cornelius Hardy	Mahone Bay....	20	160 00
80,840	Lettia May	do	41	Wm Oloversey, M O...	La Have	8	82 00
88,352	Linaria	do	80	Uriah Falt, M.O.....	Little River	14	160 00
80,828	Larkspur	do	44	J. D. Sperry	do	8	88 00
80,839	Magnific	do	69	John Zink, M.O.	Lunenburg	12	138 00
83,177	Margie Bell	do	72	Alf. Heisler, M O....	do	12	144 00
90,583	Morish	do	79	Clarence L. Smith....	do	12	158 00
90,586	Morris Wilson....	do	80	J. Henry Wilson, M.O	do	14	160 00
77,819	Milford Guy	do	60	David Smeltzer	Mahone Bay....	12	120 00
76,578	Minnie A.	do	41	Jacob Creaser	La Have	10	82 00
74,142	Mary A.	do	45	Albert Smith, M.O....	do	10	90 00
88,173	Maggie Smith....	do	80	Lemuel Smith, M.O.	do	14	160 00
88,342	Nova Zembla....	do	80	M. & A. Anderson....	do	12	160 00
88,613	N. P. Christian.	do	80	Alf. Heisler, M.O.	Lunenburg	10	160 00
88,603	Nokomis	do	80	David Mader	Mahone Bay....	14	160 00
85,721	Notice	do	47	James Bell, M O	La Have	8	94 00
85,343	Narcissus	do	80	S. Watson Oxner, M.O	Lunenburg	14	160 00
88,344	Onward	do	80	Chas. Hewitt	do	14	160 00
88,350	Orion	do	78	Thos. Hamm, M.O.	do	12	156 00
85,632	Ocean Belle	do	80	Leonard Young	do	12	160 00
75,570	Olive Branch....	do	14	J. E. Slatford	Hubbard's Cove.	2	28 00
83,139	Ocean Friend....	do	78	M. B. Westhaver	Mahone Bay....	12	156 00
88,346	Olive	do	80	Dan. Getson, M O	La Have	14	160 00
88,354	Orleans	do	61	Edmund Hirtle, M.O.	do	12	122 00
80,827	Ocean Gem	do	78	John Ritcey, M.O....	do	14	156 00
90,597	Ornatu	do	80	Albert McKean, M.O.	do	14	160 00
80,836	Ocean Bride....	do	20	Mrs. Wm. McKean....	do	P 1	23 34
80,837	Pet	do	69	Ben. Anderson, M.O..	Lunenburg	12	138 00
85,647	Pembina	do	80	L. Anderson & Co., M.O's	do	14	160 00
85,337	Parthenia	do	80	S Watson Oxner, M.O	do	14	160 00
85,331	Parisian	do	80	Geo. W. Nass, M.O....	do	14	160 00
85,641	Pleroma	do	80	Wm. O. Smith, M.O.	do	14	160 00
85,636	Prize	do	80	John B. Young, M.O.	do	14	160 00
77,622	Pleasantville....	do	80	Albert McKean	La Have	17	160 00
69,187	Queen of the Fleet	do	48	Nathan Keddy	Ohester Basin....	9	92 00
69,203	R. W. Smith	do	74	Alf. Heisler, M.O.....	Lunenburg	12	148 00
85,349	Rise Over	do	80	John Smeltzer	do	14	160 00
83,133	Regina B.	do	60	Jacob Ritcey, M O...	La Have	12	160 00
90,593	Ralph	do	51	J. D. Sperry, M.O....	Little River....	12	102 00
85,648	Sissie Belle	do	40	Henry Garhardt	South	10	80 00
85,737	Scylla	do	80	Jas. Eichenhauer, M.O	do	15	160 00
77,614	Senator	do	75	J. Moyle Rudolf, M.O	Lunenburg	12	150 00
85,350	Saxon	do	79	Geo. A. Ross, M.O....	do	12	158 00
74,132	Springfield	do	43	Sol. Weinsacht, M.O.	South	11	88 00
88,348	Senovar	do	80	Nathan Hiltz	Martin's River...	14	160 00

p 5 of crew did not fish 3 months.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia.—Continued.

LUNENBURG COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
88,605	S. A. Morash....	Lunenburg.....	80	Henry Greser, M.O....	La Have.....	14	160 00
85,728	Selina.....	do.....	61	John Schmeisser, M.O.	do.....	12	122 00
85,729	Tyrone.....	do.....	80	J. Henry Cook, M.O.	Rosebay.....	13	160 00
74,118	True Love.....	Halifax.....	30	Chas. Bell, M.O.....	La Have.....	7	60 00
88,607	Undaunted.....	Lunenburg.....	47	W. Norman Reinhardt, M.O.....	do.....	10	94 00
85,640	Virgin Belle.....	do.....	57	Francis Conrad.....	South.....	12	114 00
85,338	Viola.....	do.....	80	Christian Geldert.....	Lunenburg.....	14	160 00
83,163	Victor.....	do.....	78	S. Himmelman.....	do.....	12	152 00
85,334	Valorus.....	do.....	57	James Lohnes, M.O.	South.....	13	114 00
88,601	Virgilia.....	do.....	80	S. Watson Oxner, M.O.	Lunenburg.....	18	160 00
88,353	Violet.....	do.....	80	David Smith, M.O....	do.....	15	160 00
83,164	Valient.....	do.....	80	Eph. Lohnes, M.O....	La Have.....	12	160 00
85,635	Vanilla.....	do.....	80	Jas. A. Rumkey, M.O.	do.....	14	160 00
83,174	W. E. Young....	do.....	80	J. Henry Wilson, M.O.	Lunenburg.....	15	160 00
88,614	Wilhelmina.....	do.....	54	Dan. Neal, M.O.....	La Have.....	10	108 00
74,147	Welcome.....	do.....	45	Edmund Walter, M.O.	do.....	11	90 00

PICTOU COUNTY.

75,885	Annie.....	Pictou.....	22	O Dwyer.....	Pictou.....	3	44 00
69,446	Champion.....	do.....	55	Geo. McPherson.....	do.....	4	110 00

QUEEN'S COUNTY.

83,482	Angola	Liverpool	80	Jas. C. Inness, M.O.	Liverpool	14	160 00
75,777	Coronilla	do	64	Jas. H. Smith, M.O.	Brooklyn	12	128 00
83,497	Dessie	do	11	Alex. Shankle	Port Matoon	4	22 00
85,344	Donzella	Lunenburg	80	Adam Selig	Vogler's Cove	14	160 00
83,308	Ella	Port Medway	10	Geo. Frelie	Liverpool	3	20 00
75,782	Hattie E.	do	35	Henry Selig	Vogler's Cove	9	70 00
83,311	Jessie M. Vogler	do	77	Jas. F. Vogler <i>et al.</i>	do	14	154 00
83,494	Lizzie Wharton.	Liverpool	80	Colin McLeod, M.O.	Liverpool	20	160 00
83,316	Lottie	Port Medway	80	S. E. Teel	Vogler's Cove	14	160 00
83,493	Mary C.	Liverpool	80	Hendry & McMillan.	Liverpool	17	160 00
83,310	Myosotis	Port Medway	80	Edwin Morine, M.O.	do	18	160 00
83,315	Mazurka	do	80	Wm. Vogler	Vogler's Cove	15	160 00
83,500	Stella	Liverpool	10	Jos. Winters	Liverpool	3	20 00
83,314	Spartan	Port Medway	80	W. R. Cohoon	Port Medway	17	160 00
83,495	Utopia	Liverpool	80	Rupert N. Gardner...	Brooklyn	13	160 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—*Continued.*

RICHMOND COUNTY.

Official Number	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
77,544	Alpha.....	Arichat.....	42	Wm. LeVesconte....	D'Escousse.....	9	84 00
38,498	Appoline.....	do	40	do	do	9	80 00
64,713	Amelia M.....	Pt. Hawkesbury..	13	Andrew Boudreau....	Gros Nez.....	3	26 00
83,086	Ada M.....	do	20	Philip Manger	Cape LeRonde...	4	49 00
38,485	Ajax.....	Arichat.....	40	Jno. Boudrot.....	Poulamond.....	9	80 00
38,686	Adelle.....	Sydney.....	19	Albert Poste.....	Arichat.....	4	38 00
38,386	Bright Star.....	Arichat.....	18	J. S. R. Leblanc.....	West Arichat....	3	36 00
35,996	Blue Bell.....	do	25	D. Gruchy & Sons....	D'Escousse.....	7	50 00
38,501	B. Wier & Co....	do	19	Abram Fougère.....	River Bourgeois.	8	38 00
43,109	Chatham Head..	Chatham, N.B....	24	Dom. Fougère.....	Poulamond.....	9	48 00
75,783	Crescent.....	Port Medway....	27	Abram Fougère.....	River Bourgeois.	8	54 00
72,061	C. P. M.....	Arichat.....	22	Désiré Burk	do	6	43 99
38,439	Catherine.....	do	30	do	do	6	40 00
75,879	Cetewayo.....	Pictou.....	20	Pacien Boucher.....	do	6	40 00
72,058	Daisy.....	Arichat.....	34	Simon P. Richard....	Arichat	4	68 60
75,816	Eliza Jane.....	Shelburne.....	22	Alex. Vigneau.....	do	2	44 00
77,822	Eliza Smith.....	Arichat.....	44	Patient Poirier.....	Low, D'Escousse	10	88 00
83,401	E. M. McDonald	Halifax.....	14	M. A. McDonald.....	Framboise.....	5	28 00
69,180	Emma.....	Arichat.....	47	Joseph Matheson....	Lower L'Ardoise	10	94 00
61,608	Edmund Russell	do	28	F. W. Bissett.....	River Bourgeois.	5	58 00
83,395	Erle.....	Halifax.....	29	Chas. Boudrot.....	do	7	58 00
38,335	Elizabeth.....	Arichat.....	17	Damien Boucher.....	do	6	34 00
77,843	Elizabeth.....	Halifax.....	30	Rev. O. P. Martel...	do	7	60 00
38,477	Elizabeth.....	Arichat.....	18	Abram Burk <i>et al</i>	do	6	36 00
57,733	Farewell.....	do	23	Abram Sampson.....	Chrichton Isl'ds.	3	46 00
83,399	Fannie R. O.....	Halifax.....	22	Peter Bouirot	River Bourgeois.	7	44 00
80,972	John Vincin....	Sydney.....	17	David Sampson.....	do	6	34 00
38,486	Julia.....	Arichat.....	20	Louis Burke	do	6	40 00
42,217	Life Boat.....	do	48	Peter Campbell, M. O.	Arichat	11	93 00
75,876	Leda and Lizzie.	do	56	Wm. LeVesconte....	D'Escousse.....	11	112 00
72,070	Lennox.....	do	46	D. Gruchy & Sons....	do	10	92 00
72,071	Lumen Diet.....	do	17	Urban Sampson.....	River Bourgeois	5	34 00
72,072	Lady Fougère...	do	11	Docité Fougère.....	do	4	22 00
88,516	Lady of the Lake	do	26	Stephen Dugas, M. O.	do	6	52 00
38,400	Mary.....	do	24	Heory Boudrot.....	Poulamond.....	8	49 00
46,082	do	Pt. Hawkesbury	43	D. Gruchy & Sons....	D'Escousse.....	9	86 00
83,100	Morning Star....	do	14	Abraham Gerroir....	Port Royal.....	3	*24 50
61,902	do	Halifax.....	35	Jno. Manger.....	Arichat Island..	10	70 00
36,435	Mary Stephens...	Arichat	31	Patient Poirier.....	Low, D'Escousse	9	62 00
39,459	Mary Ann.....	do	29	Désiré Poirier.....	D'Escousse.....	7	58 00
38,413	Morning Star....	do	25	Amable Pâté.....	False Bay.....	7	50 00
69,109	Marcella Butler.	Halifax.....	38	Dan. Fougère.....	River Bourgeois.	8	76 00
71,047	Mary Moulton...	Arichat.....	26	Oélestin Cordéau....	do	7	52 00
38,522	Mary.....	do	23	Isaiah Boudrot.....	do	6	48 00
42,388	Nimble.....	Halifax.....	45	D. Gruchy & Sons...	D'Escousse.....	10	90 00
54,139	Ocean Belle.....	do	20	Angus J. Boyd.....	River Bourgeois.	6	40 00
38,462	Partners.....	Arichat.....	26	Abraham Sampson...	do	6	52 00
72,067	Philomen D.....	do	22	Tranquil Degout....	do	7	44 00
42,281	Benfrew.....	Halifax.....	42	Simon Poirier.....	D'Escousse.....	9	84 00
72,065	Richmond Queen	do	37	D. Gruchy & Sons...	do	10	74 00
36,511	Shooting Star...	Arichat.....	33	Wm. LeVesconte....	do	9	66 00
37,612	Sea Slipper.....	Lunenburg.....	41	Chas. Manger.....	do	9	82 00
38,480	Two Brothers....	Arichat.....	37	Simon Landry.....	River Bourgeois	8	64 00
61,990	Union.....	Halifax.....	20	Felix Burk	do	6	40 00
37,056	Victory.....	Arichat.....	38	Wm. LeVesconte....	D'Escousse.....	8	76 00
38,523	Victoria.....	do	24	Peter Barke.....	French Cove.....	7	48 00

* 1 of crew paid bounty in another vessel.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

SHELBURNE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner. or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty paid. \$ cts.
88,544	Annie May.....	Shelburne	33	Rufus Acker, M.O....	Shelburne	9	68 00
85,565	Alice Louise.....	Barrington	80	Nehemiah McGray...	Cape Island.....	17	160 00
83,552	Afton	Shelburne	72	Jonathan Locke.....	Lockeport	16	144 00
83,054	Ardella	do	80	do	do	16	160 00
85,479	Alina	do	80	Churchill Locke	do	16	160 00
85,567	Annie Robertson	Barrington	80	Kenney, Johnston & Co	do	15	160 00
77,758	Bride	Shelburne	78	Jno. Purney.....	Shelburne	18	156 00
85,481	Beulah	do	80	E. W. Freeman	Lockeport	14	160 00
88,551	Blanche M. Thorburn	do	80	Wm. H. Thorbourn.	Jordan Bay.....	19	160 00
85,490	Billy Browne....	do	80	Adam Firth	Sand Point.	15	160 00
74,566	Bel Brandon.....	do	80	Enos Churchill.....	Lockeport	16	160 00
83,048	Olifford	do	80	Jno. A. McGowan, jun	Shelburne	16	160 00
85,561	Cape Sable	Barrington	80	Nehemiah McGray...	Cape Island	18	160 00
80,905	Champion	Liverpool.....	16	Jos. W. Hopkins, M.O	Barrington.....	5	30 00
61,586	Cepola	Shelburne	80	Austin Locke	Lockeport.....	15	160 00
65,624	Divina	do	52	do	do	13	104 00
75,558	Emma B.	Barrington	80	P. O. Swim	Barrington	20	160 00
77,603	Elaon C.	do	27	Jno. E. Hopkins	do	8	54 00
88,541	Edward T. Russell	Shelburne	78	W. Wallace Kenney.	Lockeport	15	156 00
83,043	Ella A. Downie.	do	72	Enos Churchill.....	do	12	144 00
85,476	Fleetwing	do	11	Lewis T. Hammond, et al	Jordan Bay.....	6	22 00
71,333	Freddie M Reynolds	Barrington	34	Cornelius Snow.....	Port La Tour ...	10	68 00
83,047	Festina Lente....	Shelburne	80	Austin Locke	Lockeport	16	160 00
88,555	G. O. Kelly	do	80	T. E. Ryer, M.O.....	do	17	160 00
88,557	Golden Oriole....	do	80	C. Locke & Co.....	Lockeport.....	18	160 00
85,478	Glenora	do	76	S. Locke & Sons.....	do	16	152 00
85,568	Georgie Harold.	Barrington	80	W. Wallace Kenney.	do	15	160 00
75,623	Grace Greenw'od	Shelburne	80	Enos Churchill.....	do	14	160 00
75,557	Hannah Eldridge	Barrington	57	Nehemiah McGray...	Cape Island	17	114 00
85,570	Hattie Dell.....	do	80	Ephraim Larkin.....	Barrington	19	160 00
85,563	Helena Maude....	do	80	Jno. H. Lyons.....	do	15	160 00
36,438	Highlander	Shelburne	32	A. M. Wrayton	Shag Harbor.....	4	64 00
61,566	John Purney	do	66	Jno. Purney.....	Shelburne	14	132 00
68,699	J. W. Kenny	Yarmouth	52	Peter Kenney.....	Cape Island.....	12	104 00
85,568	J. Lyons	Barrington	15	Jno. Lyons.....	do	8	30 00
85,569	Jessie B.	do	35	Thos. D. Crowell....	Shag Harbor.....	13	70 00
61,572	John Halifax	Shelburne	63	Orland Taylor.....	Port La Tour....	13	126 00
71,339	Joe Howe	Barrington	12	Christian Nelson	Port Clyde.....	2	24 00
88,554	Jersey Lily	Shelburne	80	Enos Churchill	Lockeport	15	160 00
74,051	Kate McKinnon.	Barrington	73	Randall McKinnon.	Cape Sable Island	18	148 00
61,581	Keewatin	Shelburne	80	Austen Locke	Lockeport	16	160 00
77,761	Knight Templar.	do	80	Enos Churchill.....	do	17	160 00
73,967	Katie	Liverpool.....	14	Dan. Oronan	do	4	28 00
42,083	Leading Star....	Digby	10	Jno. C. McGray.....	Cape Sable Island	3	20 00
37,258	Lion	Lunenburg.....	40	Alvin N. Atwood....	Bear Point.....	10	80 00
71,338	Lightfoot	Barrington	16	Seth Nickerson.....	Cape Island.....	8	32 00
49,436	Leon Porter	Yarmouth	56	B. F. Kenney	do	9	112 00
61,528	Lulian	Shelburne	40	Edward Crowell.....	Port La Tour....	10	80 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

SHELBURNE COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
74,054	Laura E. Douglas	Barrington	39	James Barry	Upper Port La Tour	10	78 00
54,114	Lone Star	Halifax	29	Stronick Decker	Bagged Island	8	58 00
85,484	Mellacoree	Shelburne	80	Geo. J. Thorbourn	Shelburne	19	180 00
88,568	Mary	do	80	Jno. A. McGowan, jun	do	18	160 00
75,560	Martino	Barrington	12	And. Crowell	Wood's Harbor	4	24 00
85,477	Myrtle	do	80	Dan. V. Kenney	Cape Island	19	180 00
77,748	Magellan Oloud	Shelburne	80	Wm. H. Thorbourn	Jordan Bay	15	180 00
85,480	M. & A. Morrison	do	80	Donald Morrison	do	20	160 00
83,048	Millie B	do	80	O. Locke & Co.	Lockeport	17	180 00
88,543	Max O'Rell	do	80	Churchill Locke	do	18	160 00
85,488	Mabel Somers	do	80	Enos Churchill	do	15	180 00
74,365	Nova Stella	do	52	Wm. Lloyd, jun	do	14	104 00
88,553	Neskleetia	do	80	Austin Locke	do	12	160 00
83,080	Nellie Morrow	do	80	O. Locke & Co.	do	15	160 00
55,830	Oregon	do	20	Thos L. Banks	Barrington	4	40 00
85,562	Orisa	Barrington	14	Alex. Smith	Blatche	5	28 00
74,133	Pioneer	Yarmouth	80	Peter Kenney	Cape Island	17	160 00
74,053	Peetkiss	Barrington	57	Jno. C. Cunningham, M.O	Barrington	12	114 00
49,473	Rhuama	Digby	46	J. B. Brannen	Cape Sable Island	8	82 00
75,628	Rover	Shelburne	80	Jonathan Locke	Lockeport	21	160 00
85,483	Sarah H. Seaton	do	80	O. Locke & Co.	do	17	160 00
77,759	Thomas Robertson	do	66	Austin Locke	do	16	132 00
88,542	Three Bells	do	80	do	do	14	160 00
85,487	Willie McGowan	do	80	Jno. A. McGowan, jun., M.O	Shelburne	19	160 00
88,545	Willie M. Johnston	do	80	Churchill Locke	Lockeport	20	160 00
77,748	Winefred	do	80	S. Locke & Son	do	18	160 00
77,744	Whip-poor-Will	do	15	Alf. Harding	Rockland	6	30 00

VICTORIA COUNTY.

74,031	Annie Linwood	Sydney	13	Kenneth McAulay	Great Bras d'Or	4	28 00
90,487	Annie Eliza	Halifax	14	Jeremiah Curtis	North Bay Ingonish	3	28 00
77,814	May Flower	do	16	Wm. Carey	New Campbellton	6	32 00
80,985	Smiling Water	Sydney	26	Rich. E. Barke	Ingonish	5	52 00
77,858	Sambo	do	14	Angus B. Morrison	Englishtown	3	28 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

YARMOUTH COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
88,586	Alma	Yarmouth	18	Mondé Leblanc	Argyle	7	36 00
75,721	Angeline	do	67	Parker, Eakins & Co.	Yarmouth	12	131 00
75,733	Alfred	do	46	do	do	12	92 00
88,598	Alph. B. Parker.	do	39	Eli Leblanc	Tusket Wedge..	12	78 00
80,627	Annie D.	do	71	G. D. D'Entremont, M.O.	Pubnico	14	142 00
75,748	Anna McGee	do	57	G. D. D'Entremont, M.O.	do	14	114 00
71,007	Alfarata	do	48	Chs. T. D'Entremont, M.O.	do	17	96 00
71,030	Arizona	do	80	S. D. D'Entremont, M.O.	do	14	160 00
89,647	Annie M. Bell	do	64	L. V. Amiro	do	17	128 00
61,595	Anna Louisa	Shelburne	39	Henry Goodwin	do	18	78 00
66,681	B. K. Kelly	Yarmouth	28	J. F. McLaren	do	10	56 00
66,68	Ballarose	do	40	A. L. D'Entremont	West Pubnico	11	80 00
74,320	Brenton	do	70	Parker, Eakins & Co.	Yarmouth	15	140 00
80,644	Beatrice	do	80	A. F. Stoneman & Co.	do	14	160 00
71,038	Barbaroni	do	80	O. J. D'Eon, M.O.	Pubnico	16	160 00
66,682	Brisk	do	66	Leon D'Eon, M.O.	do	14	132 00
75,626	Bannerett	Shelburne	54	R. Goodwin	do	18	108 00
85,549	Byron	Yarmouth	80	Byron Hines, M.O.	do	15	160 00
80,805	Coral Reef	do	71	Geo. B. Goodwin	do	18	142 00
85,536	Circassian	do	80	Wm. Ryder	Argyle	16	160 00
69,217	Oblorus	do	57	A. F. Stoneman & Co.	Yarmouth	18	114 00
66,679	Diploma	do	64	Louis D'Eon, M.O.	West Pubnico	18	128 00
75,754	E. L. Perkins	do	48	A. F. Stoneman & Co.	Yarmouth	8	92 00
80,646	Emma S.	do	80	Benj. Leblanc	Tusket	20	160 00
85,551	Ethel	do	80	J. H. Porter & Co.	do	16	160 00
80,552	Edith A.	do	80	G. D. D'Entremont, M.O.	Pubnico	14	160 00
53,811	Electric Flash	Halifax	53	D. D'Entremont, M.O.	do	20	108 00
90,645	Fly	Yarmouth	16	Solon Hubbard	Tusket	10	32 00
75,720	Florence B. Parr.	do	80	Parker, Eakins & Co.	Yarmouth	16	160 00
57,131	Forest Flower	do	28	S. L. Oliver, M.O.	Pubnico	12	51 00
88,599	Guide	do	38	Hatfield, Kinney & Co.	Yarmouth	15	76 00
85,554	Hazel Glen	do	80	S. L. Oliver, M.O.	Pubnico	20	160 00
80,643	Hazel Dell	do	80	do	do	14	160 00
75,867	Ida Peters	St. John, N.B.	32	Parker, Eakins & Co.	Yarmouth	8	64 00
74,334	J. M. Manning	Yarmouth	57	Hatfield, Kinney & Co.	do	18	114 00
85,560	Jacques	do	58	do	do	18	116 00
75,779	John Millard	Barrington	68	do	do	15	136 00
80,641	Jonathan	Yarmouth	68	D. L. Amiro, M.O.	Pubnico	18	136 00
90,642	Kemaroff	do	10	Jas. M. Davis	do	5	20 00
83,053	Kathleen	Shelburne	80	Geo. E. Cann	Yarmouth	16	160 00
88,581	Kingfisher	Yarmouth	47	A. F. Stoneman & Co.	do	16	94 00
71,005	Kelso	do	80	J. H. Porter & Co.	Tusket Wedge..	16	160 00
80,624	Lima	do	12	N. B. Lewis	Yarmouth	4	24 00
61,788	Lynx	do	59	Hatfield, Kinney & Co.	do	17	118 00
61,587	Lucretia Jane	do	80	do	do	14	160 00
80,614	Louise	do	80	J. H. Porter & Co.	Tusket Wedge..	17	160 00
80,632	Lumen	do	30	do	do	12	60 00
51,972	Lyda Ryder	do	57	L. P. D'Entremont, M.O.	Pubnico	14	114 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Concluded.

YARMOUTH COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Entry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
74,339	Maitland.....	Yarmouth.....	44	N. B. Lewis.....	Yarmouth.....	16	88 00
74,301	Minnie Ha Ha....	do.....	13	Michl. Carroll....	do.....	4	26 00
85,539	Maggie Jane.....	do.....	12	Abram Thurston....	Sandford.....	2	16 80
61,510	Mansimallo.....	Shelburne.....	50	R. D'Entremont, M.O.	West Pubnico..	18	100 00
74,319	Marino.....	Yarmouth.....	48	R. Amiro, M.O.....	Pubnico.....	12	92 00
80,648	Maria.....	do.....	80	Byron Hines, M.O..	do.....	16	160 00
88,597	M. A. Louis.....	do.....	63	Marc. A. Surette, M.O.	do.....	19	126 00
74,330	Nokomis.....	do.....	68	Hatfield, Kinney & Co	Yarmouth.....	14	136 00
85,553	Onyx.....	do.....	80	Parker, Eakins & Co.	do.....	16	160 00
80,645	Opal.....	do.....	80	do.....	do.....	16	160 00
68,678	Orika.....	do.....	54	J. H. Porter & Co....	Tusket.....	17	108 00
61,840	Pigeon.....	do.....	34	Hatfield, Kinney & Co	Yarmouth.....	15	69 00
51,978	Pandora.....	do.....	57	A. F. Stoneman & Co	do.....	18	114 00
74,332	Proditor.....	do.....	51	Zacharie D'Eon, M.O	Pubnico.....	18	108 00
85,557	Rowdy.....	do.....	16	Joseph Roberts.....	Argyle.....	8	32 00
71,037	River Rose.....	do.....	54	O. M. Boudreau.....	do.....	16	108 00
74,323	Regina.....	do.....	57	A. O. D'Entremont, M.O.....	Pubnico.....	16	114 00
80,628	Roseneath.....	do.....	80	Byron Hines, M.O..	do.....	16	160 00
74,335	Safe.....	do.....	35	Hatfield, Kinney & Co.....	Yarmouth.....	10	70 00
88,589	Sandford.....	do.....	20	Abram Thurston.....	Sandford.....	5	40 00
71,031	Sarah J. Killam..	do.....	51	A. F. Stoneman & Co	Yarmouth.....	16	102 00
85,535	Sigefroi.....	do.....	40	J. H. Porter & Co...	Tusket Wedge...	15	80 00
75,724	Sea Foam.....	do.....	75	do.....	do.....	17	160 00
57,150	Salvador.....	do.....	53	Ambroise D'Eon, M.O	do.....	17	106 00
57,132	Serene.....	do.....	54	James Amiro.....	Pubnico.....	10	108 00
80,782	Titania.....	Digby.....	52	Hatfield, Kinney & Co.....	Yarmouth.....	18	104 00
74,122	Temple Bar.....	Port Medway....	44	A. Amiro, M.O.....	Pubnico.....	14	88 00
88,597	Uncle Sam.....	Yarmouth.....	80	G. D. D'Entremont, M.O.....	do.....	20	160 00
75,749	Vivid.....	do.....	43	Parker, Eakins & Co.	Yarmouth.....	13	86 00
71,034	Vanguard.....	do.....	47	O. V. Amiro, M.O...	Pubnico.....	17	94 00
74,270	Village Belle....	Shelburne.....	40	James Lennox.....	do.....	16	80 00
80,649	Winnie L.....	Yarmouth.....	80	Hatfield, Kinney & Co.....	Yarmouth.....	16	160 00
50,591	Water Lily.....	do.....	71	do.....	do.....	8	142 00
68,695	Wide Awake.....	do.....	78	A. F. Stoneman & Co	do.....	14	156 00
61,921	W. E. Weir.....	do.....	41	do.....	do.....	11	82 00
61,579	Will o' the Wisp	do.....	41	J. D'Entremont, M.O	W. Pubnico.....	16	81 00
57,101	Young Scotland..	do.....	47	J. H. Porter & Co.....	Tusket Wedge...	16	94 00

q. 3 of crew did not fish 3 months.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—*Continued.*

PROVINCE OF NEW BRUNSWICK.

CHARLOTTE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts..
59,346	A. J. Malloch...	St. Andrews.....	21	J. Malloch.....	Campo Bello.....	5	42 00
83,478	Argyle.....	do	10	Robert Ross	St. Andrews	4	20 00
88,276	Annawan.....	do	16	Tobias Cross.....	Beaver Harbor...	2	32 00
52,066	Adelia.....	Windsor	17	W. D. Wright	do	4	34 00
83,469	Austin P.....	St. Andrew's.....	12	L. Richardson.....	Deer Island.....	4	24 00
75,599	Blue Jay.....	Digby, N.S.....	14	G. L. Stevens.....	Grand Manan....	5	28 00
83,462	Beauty.....	St. Andrews....	25	Robert Ross	St. Andrews....	4	50 00
59,319	Brisk.....	do	20	Alfred Wadlin	Beaver Harbor...	3	40 00
59,311	Blooming Rose ..	do	19	Aaron Cook	Deer Island.....	5	38 00
64,011	Bee	Digby, N.S.....	12	Robert Shaw, sen..	Lepreaux.....	5	24 00
59,376	Cadet	St. Andrews.....	12	Chas Savage.....	Wilson's Beach..	4	26 00
36,338	Caroline.....	do	18	James M Lord	Deer Island.....	3	36 00
73,965	Etta	Lunenburg, N.S.	28	Chas. Dixon	Grand Manan....	4	56 00
80,882	Ella Mabel.....	St. Andrews....	14	Robert Ross	St. Andrews....	5	28 00
80,803	Exenia.....	Windsor, N.S....	18	Simpkins Roscoe <i>et al</i>	Beaver Harbor...	4	36 00
88,280	E. B. Lane.....	St. Andrews.....	12	Joseph McGee.....	Back Bay.....	4	24 00
59,373	E. M. Oliver.....	do	14	James Oliver, jun..	do	5	28 00
88,281	Eastern Light...	do	22	James Barrett	St. George	5	44 00
77,968	Empress.....	do	14	Geo. Caffary.....	Mace's Bay.....	2	28 00
83,480	Fred Taylor.....	do	13	Jos. Boyd.....	Wilson's Beach..	2	28 00
88,276	Falcon	do	12	Wm. Brown.....	do	4	24 00
51,966	Friendly.....	Digby, N.S.....	18	Henry Burnham...	Grand Manan....	3	36 00
83,468	Fannie May	St. Andrews....	19	Wm. G. Thompson..	St. Patrick.....	3	33 25
59,393	Fannie	do	12	George Leonard.....	Deer Island.....	3	24 00
77,963	Freeman Colgate	do	26	Aretas English....	do	8	53 00
51,748	Frank L. Dixon..	do	18	E. A. Greason.....	St. George	4	36 00
59,396	Gertie Westbro'k	do	10	James Oline.....	Deer Island.....	4	20 00
83,463	Havelock	do	33	Wm. James	Wilson's Beach..	5	66 00
59,397	Helen O Young..	do	21	T. W. Stuart.....	West Isles	6	42 00
83,461	Josie L. Day	do	16	George Scofield....	Grand Manan....	5	32 00
83,476	Jennie L.	do	11	L. Richardson.....	Deer Island.....	2	22 00
77,965	Lydia B.....	St. Andrews....	12	Jno. M. Calder.....	Campo Bello.....	3	24 00
36,141	Liberal	Yarmouth, N.S..	26	Jno. A. Mitchell ..	do	4	52 00
59,321	Little Nell.....	St. Andrews....	21	Wm. McLellan, jun.	do	4	42 00
83,465	Look Out.....	do	48	A. W. Ingersoll....	Grand Manan....	5	96 00
84,326	Louisa	St. John.....	16	Lewis Connors.....	Black's Harbor...	6	32 00
59,388	Letitia	St. Andrews....	10	Alf. Johnson.....	Deer Island.....	3	20 00
83,472	Linden	do	12	Benj. Parker.....	do	1	15 00
59,395	Little Minnie...	do	11	Geo. Douglas.....	Letete.....	4	22 00
51,734	Lavinia	do	13	Wm. Harris.....	do	5	26 00
83,474	Letter B.....	do	12	David Kelly	do	3	24 00
59,342	Lizzie S. McGee.	do	14	Andrew McGee	Back Bay.....	3	28 00
83,464	Little Annie.....	do	19	Jacob Cook	Letete	6	38 00
80,881	Lena May	do	18	E. Matthews.....	do	7	36 00
88,273	Lillian E.	do	13	And. McGee.....	Back Bay.....	3	26 00
88,271	Magellan Cloud.	do	20	Simon Brown.....	Wilson's Beach..	5	40 00
80,034	Mabel	do	12	Andrew Lamb	St. Andrews....	4	24 00
83,476	Mabel	do	11	Robt Ross	do	3	24 00
88,277	Maggie Jane.....	do	18	Seward B Cross	Beaver Harbor...	5	36 00
85,442	Mystery	Windsor, N.S....	14	John F. Paul.	do	4	28 00

• 1 of crew paid bounty in another claim.

a. 3 of crew did not fish 3 months.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—New Brunswick—Continued.

CHARLOTTE COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
38,109	Mary.....	Yarmouth, N.S..	17	James Thompson....	Black's Harbor..	3	34 00
59,326	Maud Holmes....	St. Andrews.....	21	Jacob Cook.....	Letete.....	4	42 00
59,125	Mount Whatley..	St. John.....	28	Hugh Belmore.....	Dipper Harbor..	4	56 00
64,029	Norman B.....	Digby, N.S.....	20	Howard Jackson.....	.....	4	40 00
77,967	Naomi.....	St. Andrews.....	14	Wm. James.....	Wilson's Beach..	3	28 00
59,367	Nymph.....	do.....	11	Wm. Gatecomb.....	St. Andrews.....	3	22 00
75,716	Onward.....	Yarmouth, N.S..	11	Ansel Guphill <i>et al.</i> ...	Grand Manan....	5	22 80
80,893	Ocean Queen....	St. Andrews.....	21	Robt. Ross.....	St. Andrews.....	6	42 00
59,383	Pilgrim's Progress.....	do.....	16	Joseph Holmes.....	do.....	3	32 00
52,174	Pilot.....	St. John.....	12	Wellington Oline....	Dear Island.....	2	24 00
75,591	Rise and Go.....	Digby, N.S.....	16	Wm. Sirls.....	Wilson's Beach..	4	32 00
59,357	Silver Bell.....	St. Andrews.....	13	Peter Mallock.....	do.....	3	26 00
88,272	Simeon H. Bell..	do.....	14	John Phinney.....	do.....	3	28 00
59,378	Sarah Beach.....	do.....	28	James Glass.....	St. Andrews.....	7	56 00
59,323	Sea Flower.....	do.....	11	Phillip Hutton.....	Beaver Harbor..	3	22 00
88,279	Senator.....	do.....	33	Wm. Wilson.....	Dear Island.....	6	66 00
88,414	Trumpet.....	St. John.....	20	A. W. Holme.....	Beaver Harbor..	4	40 00
59,387	Telephone.....	St. Andrews.....	19	Joseph McGee.....	Back Bay.....	6	38 00
83,468	Village Belle....	do.....	18	Allen Dixon.....	Grand Manan....	3	30 00
75,544	Viola.....	do.....	36	James Brayley.....	do.....	6	72 00
88,382	Veritas.....	do.....	10	Luther Matthews....	Letete.....	2	20 00
35,331	Victory.....	do.....	16	Frank Campbell.....	Dipper Harbor..	3	32 00
77,969	Wave Queen.....	do.....	11	Wm. McMahon.....	Letete.....	5	22 00

GLOUCESTER COUNTY.

72,099	Adelina.....	Chatham.....	12	Auguste Poulin.....	Lamèque.....	3	24 00
61,432	Alice.....	do.....	11	Moses Dignard.....	Tracadie.....	2	22 00
61,431	Bee.....	do.....	11	Paul Noel.....	Lamé.....	4	22 00
72,079	Betsy.....	do.....	13	Cyrenus Gionet.....	Shippegan.....	3	26 00
61,446	Esperance.....	do.....	10	Romain Poulin.....	do.....	4	20 00
61,437	Flying Cloud....	do.....	11	Levi Chiasson.....	Lamèque.....	3	22 00
61,445	Flavie.....	do.....	13	Theo. Duguay.....	do.....	3	26 00
61,425	Hope.....	do.....	13	O. Robin & Co.....	Caraquet.....	4	26 00
61,447	Jean.....	do.....	13	Dom. Gallien.....	do.....	3	26 00
61,447	Merida.....	do.....	13	André Aché, sen....	Lamèque.....	4	26 00
72,100	Marie.....	do.....	11	O. Chiasson.....	do.....	3	22 00
61,442	Marie Oélie.....	do.....	15	O. Dugué.....	do.....	3	30 00
72,077	Mary.....	do.....	12	Moise Dugué.....	Shippegan.....	3	24 00
88,669	Morning Star....	do.....	12	Gustave Gionet.....	Pokemouche....	3	24 00
85,682	Mary.....	do.....	11	Joseph Goinet.....	Caraquet.....	5	22 00
72,076	Providence.....	do.....	12	Eutrope Dugué.....	Shippegan.....	3	24 00
85,696	Rose.....	do.....	11	Mara Bossé.....	Tracadie.....	3	22 00
61,406	Reward.....	do.....	11	Jos. DeBoutillier..	Caraquet.....	4	22 00
74,401	Sara.....	do.....	11	Nazaire Noël.....	Lamèque.....	3	22 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—New Brunswick—Concluded.

KENT COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
72,080	Advance	Chatham	23	A. Arseneau	Lower Village..	8	46 00
71,303	Finn	Richibucto	11	J. Flaigen	French Village..	2	22 00
68,257	Ino	Charlo't'n, P.E.I.	18	Steven Legère	Lower Village..	3	35 00
43,124	Industry	Chatham	17	Jno. Curwin	Richibucto..	3	34 00
61,428	Mab	do	13	Jude Robichaud	Lower Village..	3	26 00
71,308	Sea Mouse	Richibucto	10	Jno. Doucette	Kingston	3	20 00

NORTHUMBERLAND COUNTY.

85,699	Four Sisters	Chatham	10	Alex. Mills.	Bay du Vin.	5	20 00
88,668	Gen. Middleton..	do	67	Jno. Sinclair.	Chatham	14	134 00
66,724	Nettie Cole.	Liverpool, N.S....	13	A. & J. Adams	Upper Neguac ...	2	26 00

ST. JOHN COUNTY.

72,246	Alpha	St. John	21	Chas. Oobham	Carleton.	3	42 00
88,270	Alice May	do	10	Jas. E. Tiner.	Dipper Harbor...	3	20 00
57,171	Anna Bell	St. Andrews	19	Jno. W. Baird	Pisarinco.	4	38 00
79,977	Amanda Greene ..	St. John	16	Saml. Hutton	Carleton.	3	30 00
80,093	Anna K.	do	14	Wm. Spence	Portland, St John	3	28 00
72,192	Ada	do	19	Robt. McLaren.	Sand Cove.	4	38 00
88,267	Bessie May.	do	23	Geo. Abrams.	Carleton.	5	46 00
72,273	Bertha	do	15	Joanna McDevitt. ...	do	3	30 00
74,308	Bald Eagle	Yarmouth, N.S. .	14	Jas. Wilson	Portland.	3	28 00
80,072	Buena Vista	St. John	14	Jno. McNulty, sen ...	Musquash	3	28 00
85,972	Dove	do	11	S. McGuire	Pisarinco.	3	22 00
88,253	E. B. Colwell	do	19	A. N. Harned	Carleton.	3	38 00
68,926	Emma	do	13	James Thompson	Chance Harbor. .	5	26 00
85,508	Geo. P. Taylor.	do	13	Dan. G. Toole	Carleton.	5	26 00
57,181	Hattie	Windsor, N.S.	13	Saml. Galbraith	Pisarinco.	3	26 00
88,261	Little Joe	St. John	18	Jos. O'Brien	Carleton.	4	36 00
88,266	Lizzie Young	do	12	N. Young	Pisarinco.	5	24 00
52,159	Mary E.	do	21	Fred Buchanan	Carleton.	3	42 00
69,148	Minnie	do	24	Isaac R. Noble	do	3	48 00
50,370	Sparkling Billow ..	St. Andrews	25	Jas. W. Belyea.	do	3	50 00
72,973	Sea Breeze	Digby, N.S.	13	T. H. Evans	St. John	3	26 00
59,156	Tom	St. John	14	Peter Boyle	Chance Harbor. .	5	28 00
42,087	Two Sisters	Digby, N.S.	14	Thos. Wilson, sen ...	Pisarinco.	3	28 00
59,313	U. S. Grant	Yarmouth, N.S. .	33	Jno. Hutton	Carleton.	5	66 00
88,264	Walter J. Clarke ..	St. John	20	Jno. M. Christopher. .	do	3	40 00
72,321	Widgeon	do	10	Wm. Hodd, sen.	Straight Shore...	3	20 00
85,508	Zelena	do	14	Robt. Elliott, et al...	Carleton.	3	28 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—*Con.*

PROVINCE OF PRINCE EDWARD ISLAND.

KING'S COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
66,428	Albert	Charlottetown...	40	John Herring.....	Murray Harbor..	8	80 00
66,244	Amorette.	do	18	Peter Roberts.....	do	4	36 00
83,196	Ethel Blanche...	Pictou, N.S.....	12	Reuben Cahoon.....	do	5	24 00
88,650	General Gordon	Charlottetown...	80	M. McLean & Co.....	Souris.....	15	160 00
90,626	Gen. Middleton.	do	76	Dennis Murphy.....	do	a 10	123 50
42,993	Josephine	do	41	Simon Cheverie.....	do	b 2	57 40
75,832	Lord McDonald.	do	15	David Cahoon.....	Murray Harbor..	3	30 00
80,915	Lilly Bank.....	do	15	A. Landry, <i>et al</i>	Montague	5	30 00
80,937	Montague	do	16	Geo. Dunn.....	Murray Harbor..	3	32 00
83,035	Mary Margaret	Pt. Hs'bury, N.S	16	Alex. Jackson.....	do	5	32 00
88,646	Sea Flower.....	Charlottetown...	17	Michel Paquet	Souris.....	c 1	21 25

a. 6 of crew did not fish 3 months. b. 3 of crew did not fish 3 months. c. 3 of crew did not fish 3 months.

PRINCE COUNTY.

72,081	Annie.....	Chatham, N.B...	13	Jno. McDonald.....	Campbellton.....	4	26 00
71,302	Alice.....	Charlottetown...	10	Isaac Lewis	Dock Road.	3	20 00
55,829	Emma McMillan	Pictou, N.S.....	20	Jno. Coughlan.	Campbellton.....	4	40 00
88,642	Express.....	Charlottetown...	47	Robt. Bell	Alberton.	13	94 00
59,663	Lettie.....	do	57	J. H. Myrick, M.O..	Tignish.....	15	114 00
69,946	Lois.....	do	66	J. A. Matheson.	do	4	132 00

QUEEN'S COUNTY.

77,934	Lilly Dale.....	Charlottetown...	12	Samuel Doiron.....	Rustico.....	5	24 00
38,722	Onward.....	do	26	G. D. Longworth....	Charlottetown...	4	52 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Continued.

PROVINCE OF QUEBEC.

GASPÉ COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
64,720	Antelope.....	Pt Hawkesbury.	24	V. Thériault.....	House Harbor....	5	48 00
85,892	Colibri.....	Amherst.	15	D. Thériault.....	do	5	30 00
64,856	Cora May	do	42	J. N. Arseneau	do	5	84 00
71,367	Emma Gidney...	Halifax	47	Damien Devaux.....	Magd. Islands...	9	91 00
85,391	Esperance... ..	Amherst, M I....	30	O. Boudreau.....	Havre Aubert....	9	60 00
77,604	E. D. Myra.....	Lunenburg.....	43	F. H. Delaney	House Harbor....	7	86 00
75,814	East Lynn.....	Halifax	36	J. E. Arseneau.....	do	21	42 00
73,929	F. P. T.....	Amherst.	41	P. Turbide.....	do	6	82 00
85,393	Formosa	do	43	F. H. Delaney.....	do	6	86 00
75,815	Herbert.....	Halifax	30	Damien Devaux.....	Magd. Islands...	7	60 00
59,457	Highland Lass..	Lunenburg.....	15	Dom. Boudreau.....	Havre Aubert....	3	30 00
85,396	Kate	Amherst.	11	Jno. Doyle	House Harbor....	2	22 00
73,022	Lédée Adèle.....	do	20	Nazaire Jomphe.....	do	7	100 00
55,644	Lion.....	do	42	Vital Richard.....	do	5	84 00
73,494	Marie Dolorosa..	do	44	André Devaux	Magd. Islands...	56	70 40
73,021	Marie Anne.....	do	46	Wm. Terrieau.....	House Harbor....	9	92 00
73,024	Marie Eneste	do	47	W. G. Leslie.....	Grindstone.....	9	94 00
73,025	Marie Euphrosine	do	39	N. Arseneau.....	House Harbor....	5	78 00
73,491	Mary Jane.....	do	47	do	do	7	94 00
39,351	Nancy	Arichat.....	16	Thadée Cormier ...	Havre Aubert....	5	32 00
54,092	Pheasant.....	Amherst.	31	J. N. Arseneau.....	House Harbor....	2	39 86
39,383	Speedwell.....	Gaspé.....	34	Siméon Mabe.	Corner of Beach ..	4	68 00
75,692	Sea Horse	Quebec.....	10	Anctil Lepige	Cape Chatte....	2	20 00
73,492	Thirza.....	Amherst.	14	T. Larade.....	Havre Aubert....	6	28 00

SAGUENAY COUNTY.

57,742	Acara.....	Halifax.....	30	F. Jomphe... ..	Point Esquima'x	7	60 00
42,436	Amelia.....	Gaspé.....	50	Paul Cormier.....	do	8	100 00
56,468	Busy.....	Quebec.....	39	André Vigneau.....	do	9	78 00
83,870	O. M. G. P.	do	46	Geo. Picard	do	5	92 00
61,966	D. Cronan.....	Halifax.....	40	P. LeMarquand	do	8	80 00
59,909	Elizabeth.....	Quebec.....	27	Luke Cormier.....	do	8	54 00
80,754	Eugenie.....	do	48	Vve A. Vigneau. <i>et al</i>	do	6	96 00
66,028	Emerillon.....	do	14	A. Michaud.....	Isle Verte.	4	28 00
86,469	Florida.....	do	13	Wm. Michaud.....	do	2	26 00
85,754	Florida.....	do	26	Joseph Bourque.	Nataashquan.....	4	52 00
75,879	Gleaner.....	do	40	Benj. Landry, <i>et al</i> ...	Point Esquima'x	7	80 00
86,750	H. B.....	do	57	Hy. Boudreau.....	do	9	114 00
86,763	Jaya.....	do	46	S. Doyle.....	do	9	92 00
42,435	Labrador.....	Gaspé.....	43	P. Doyle.....	do	8	86 00
77,868	Léodore.....	Quebec.....	38	E. Boudreault	Nataashquan.....	4	76 00
69,380	Marie Anne.....	Gaspé.....	36	Etienne Landry, <i>et al</i>	Point Esquima'x	7	72 00
69,382	Marie du Sacré						
	Oour.....	do	46	Wm. Briand, <i>et al</i> ...	do	8	91 00

a. 5 of crew did not fish 3 months. b. 4 of crew did not fish 3 months. c. 5 of crew did not fish 3 months.

**DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—
Quebec—Concluded.**

SAGUENAY COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
75,658	Marie Henriette..	Quebec.....	15	Ambroise Caron.....	Sandy Bay.....	4	30 00
64,990	Marie Ste. Croix.	do	17	Joseph Fortin.....	L'Îlet.....	3	34 00
77,886	Marie Laure At-						
	tala.....	do	27	Philodime Michaud..	Isle Verte	2	54 00
55,863	Marie Adelmina.	do	13	C. Levesque.....	do	4	26 00
85,751	Marie Josephine.	do	11	Narcisse Levesque...	do	3	22 00
80,766	Marie Anne.	do	17	Thos. Taché.....	St. Irénée.	3	34 00
72,631	Marie Victoria...	do	18	Robert Bolly.....	Bale St. Paul....	4	38 00
42,437	Progress.....	Gaspé.....	52	Boudreault & Leblanc	Point Esquima'x	10	104 00
75,415	Phoenix	do	28	P. Vigneau & Bros...	do	5	58 00
77,866	Pioneer... ..	Quebec.....	39	Wm. Lebrun.	do	7	78 00
69,591	Ste. Marie	do	37	Alex. Scherrer.....	do	9	74 00
80,753	Stella Maria.....	do	50	F. Cummings, <i>et al.</i>	do	9	100 00
83,360	Ste. Anne	do	13	Pierre Fraser.	Isle Verte.....	5	28 00
83,352	Ste. Anne	do	18	Pierre Brochu.	Sept Isles.....	4	36 00

APPENDIX No. 3.

NOVA SCOTIA.

ANNUAL REPORT ON THE FISHERIES OF NOVA SCOTIA FOR THE
YEAR 1886, BY W. H. ROGERS, ESQ., INSPECTOR.

AMHERST, N.S., 31st December, 1886.

HON. GEORGE E. FOSTER,
Minister of Marine and Fisheries.

SIR,—I have the honor to submit my annual report on the fisheries of Nova Scotia for the year 1886, together with condensed reports of the local Overseers; the statistical returns of the different counties and of the Province as a whole, and the usual comparative statistical tables.

It will be observed, on referring to the tabulated statement, that, during the year, there were sixty-eight vessels less and 567 men less employed in the industry. This has been occasioned by the low prices which ruled in the fish markets, causing the men with their vessels to seek more remunerative employment. The withdrawal has been, for the most part, from the codfishery. But notwithstanding this fact, such was the abundance of fish upon our coast, that a considerable increase in the quantity taken will be noticed in the returns. In the aggregate, there is an increase in the year's crop of \$131,438.58. This may be taken as an evidence of the wealth of the Canadian fisheries, and also how small a check to this industry the abrogation of the Washington Treaty and the duty imposed on Canadian fish has proved. Fish of all kinds are finding other markets, while the home consumption is rapidly increasing all over the Dominion. The home market in fish, as in everything else, is the best, because more regular, and free from the influence of foreign legislation.

SALMON.

A small decrease will be noticed in these fish, but chiefly in those salted in barrels and caught on the Labrador coast. A heavy storm at the beginning of the fishing season destroyed the nets on much of the coast, and thus largely reduced the home catch, otherwise we should have had a large increase over last year. This will be found fully stated on referring to the reports of the overseers for Pictou and Antigonish Counties, where our most productive salmon fisheries exist. Salmon are rapidly increasing in the rivers. Wallace River, in the county of Cumberland, which no fish frequented for the past twenty-five years, owing to an impassable mill dam, shows very gratifying results, as an evidence of artificial culture alone. Fry, to the number of 40,000 per annum, have been planted in its head waters since the year 1878. In 1882, a few fish were seen at the dam, and an increasing number have been seen every year since. During the present fall, no less than from 250 to 350 salmon passed through the new fish-ways put on the dams two years ago. This development establishes two very important facts in fish culture: (1), that salmon are about five years in maturing; and (2), that only about one-quarter or one-half of one per cent. of the

young fry planted from the hatcheries escape their natural enemies until full grown. I so conclude, because up to four years ago, there were 200,000 fry planted in this river, and the result of this planting is the numbers in the river this fall, namely (250 to 350), the 160,000 of the last four years planting not yet having matured and returned to the river. As the planting will continue, and the river will also now begin to reproduce in the natural way, we may look for a rapid increase during the next few years, provided poachers are kept in check. These facts also prove that, those who formerly expected large returns from artificial culture in eight or nine years were in error, in too hastily coming to the conclusion that the business was a failure on account of mismanagement, &c. There are several other rivers in the Province rapidly increasing, both in salmon and alewives, as a result of the opening of mill dams by the patent fish-way, notably the Liverpool, Queen's County, the Clyde, in Shelburne, and the Tusket, in Yarmouth. I am quite confident that the salmon fisheries of Nova Scotia will never again drop so low as they did in the years of 1880 and 1881. By opening the dams with efficient fish-ways, and by a continual artificial planting, there must surely be about the same results everywhere as in the case of the Wallace River, above referred to, the facts concerning which are indisputable. There is not another river in Nova Scotia, nor in Canada, where all the conditions are so favorable for ascertaining the above facts as this one, for the following reasons:—

(1.) It is a small river, with clear, bright water, fed from mountain springs, so that all the fish can be seen from the dam.

(2.) There were no fish in it in 1878, at the first planting. Nature has done nothing so far, for the ladders have been built but two years; nor will she do anything for two or three years more. Thus the developing facts here are of intense importance in salmon culture, and I will endeavor to obtain them as accurately in the future.

(3.) The river, previous to the construction of the dam was one of the most prolific in the production of salmon. Its gravel beds, its clear bright water, its cleanliness from all foreign matter are all most favorable for the production of these fish. Thus I think it will be seen we have something upon which to base our calculations as to the profits of pisciculture, and that to make it profitable, the same industry, economy and judgment are necessary in conducting this as any other industry, if fair returns are expected and disappointments avoided.

ALEWIVES.

Alewives have not decreased along our coasts, though the catch has been something less than the previous year. The demand being small, and prices low, the same effort to take them was not exercised; hence a lighter aggregate catch, as the following table will show:—

	Barrels.
1876	7,616
1877	5,443
1878	5,733
1879	9,409
1880	16,145
1881	22,474
1882	21,656
1883	18,346
1884	20,688
1885	17,153
1886	16,812

SHAD.

These fish have fallen off again this year, in sympathy with the same state of this fishery all along the American coast. It appears that artificial hatching and

planting of shad to a very large extent along the above coast, has not yet, as I was led to suppose, prevented a large decline in the catch all along the United States coast. As the Bay of Fundy shad are mostly bred in, and belong to American rivers, we cannot expect the fishery to improve until the improvement begins on their native rivers, which according to the several State Commissioners' Report is not yet the case. Our catch for 1886 was but 2,943 barrels.

MAACKEREL.

The catch of mackerel has been very good, and during the latter part of the season prices ruled unusually high, caused by the very short catch by United States vessels, which were kept outside the three-mile limit by Dominion cruisers. The quantity caught by our fishermen in 1885, was 110,689 barrels, and in 1886, 102,531 barrels. Had the traps taken their average catch, we would have had a considerable increase over last year. While the great body of these fish kept within three miles of the shore, they, at the same time, did not hug the shore sufficiently close to be taken in the traps except in small quantities. Again, prices in the early part of the season were so low, that the usual efforts were not made, nor outfits prepared to take them; otherwise, we would have had a much larger catch to report.

HERRING.

As shown in the tables, the catch of herring was small. Not only was the demand small and prices low, but the fish were scarce on the greater part of the coast; hence the falling off.

COD.

Notwithstanding the very low prices ruling in the market, and the falling off of sixty-eight vessels, mostly engaged in this fishery in 1885, the cod family, including cod, pollock, haddock and hake, shows an increase over last year in the value of the quantity taken of about \$265,000. This fact goes to prove that the great bulk of these fish are taken by boat fishermen along the coast, and within the three-mile limit.

SMELTS.

As stated in previous reports, these fish are abundant all along our coast, and the quantity taken during the past year shows the large increase over the catch of 1885 of about 200,000 pounds. The catch for next year promises to be double that of the present, which amounts to over 600,000 pounds. Our people are only beginning to develop this fishery for foreign export.

LOBSTERS.

Lobsters have been plentiful on most of our coast but show unmistakable evidence of exhaustion in many places from over fishing. More stringent regulations are much needed to preserve this fishery from sharing the same fate that has overtaken it in other countries. I would recommend a close time extending from 20th July to 10th September, and to be made uniform all around the coast, and that none be taken less than 10½ inches. This will agree with the laws of this fishery adopted in most other countries, and if vigorously enforced will preserve it, and in the end will be an advantage to all concerned. It may produce some inconvenience to packers at the outset, but I am quite sure that in the future all would see the wisdom of it.

FISH-WAYS.

There were four of these structures put in the dams of this Province during the year, as follows:—

- One on Eaton's dam, branch of Gold River, Lunenburg County.
- One on Boutillier's dam, Nine Mile River, Halifax County.
- One on Fisher's dam, St. Mary's River, Guysboro' County.
- One on McDonald's dam, Sherbrooke, Guysboro' County.

The large fish-way on McCallum's dam, on the Avon River, Hants County, is still in an inoperative condition, and will have to be made right during the coming season.

Having recently patented an improvement in connection with the fish-way in the United States, making it applicable to heavy water power dams and natural falls, the importance and value of the device is much improved. No dam in future should be allowed to be thrown across any river where fish will be obstructed without providing one of these fish-ways. Public money cannot be more profitably invested than in opening dams and overcoming natural falls by the use of this invention, because it opens the river most thoroughly in all cases for the easy ascent of fish.

I have the honor to be, Sir,

Your obedient servant,

W. H. ROGERS,
Inspector of Fisheries.

SYNOPSIS OF OVERSEERS' REPORTS.

ANNAPOLIS COUNTY.

Overseer W. T. Carty, of Tupperville, says he has visited all the different fishing sections of his district several times during the season, and has been careful to gather all available information connected with the fisheries. He again reports illegal fishing at Annapolis, Round Hill and Lequille Rivers, but had no complaint that would justify him in prosecuting the poachers, who seem to be so well organized that it is impossible for the overseer or wardens to catch them. Night detectives are recommended by him, or allow all wardens one-half the fines and forfeitures. The greater amount of poaching is done in the night during five months of the year, and \$25 is too small a remuneration for wardens to attend the rivers both day and night.

The herring and hook fishing in the Bay of Fundy is not much different from last year. From Hampton to the Gut, a distance of 30 miles, very few men have taken enough fish to secure the bounty. He strongly urges that all who have made every exertion to secure a living by fishing, and failed on account of the scarcity of fish, should, nevertheless, receive their bounty, because they are so much in need of it. The fishermen all say the bay was full of herring but as soon as the lobster traps were set, the fish left off striking in shore.

The fish ladder at Round Hill is in effective working order. The pass at Lequille is a natural one and needs no improvement. At Lawrencetown, the fish-way is useless, because the dam has never been tight since the ladder was put in.

He has no complaints to make about sawdust; and no fines or forfeitures to report.

ANTIGONISH COUNTY.

Overseer John McDonald, of Doctor's Brook, reports that he has carefully collected his statistics and finds a decrease of nearly \$6,000, owing principally to the falling off of the lobster fishery at Malignant Cove and Arisaig.

Mackerel were very plentiful off the coast during the months of July and August. Many heavy schools could be seen close to the shore every day during these months, but they could not be induced to take bait. The salmon fishery commenced very promising. The fishermen at first seemed overjoyed at the prospects of a large catch, but were disappointed on account of a heavy storm from the north that destroyed their entire fishing gear, and before they got out again the best run of salmon had gone over. Herring were scarce, but of an excellent quality. Hake were very plentiful but kept in deep water, which hindered the small boats from

doing much. Smelts were very abundant and many were taken. Although many rumors of violations of the law reached Mr. McDonald, he could find no one able or willing to prove the facts of any one case. After having seen mostly all the wardens this fall, they report no violations of the law in their respective districts. He succeeded in surprising one fellow, attempting to set two trout nets, and captured the net and spear and destroyed the boat. The inhabitants of Arisaig and Malignant Cove were much surprised, during the month of November, at seeing tons of squid, some dead and some alive, washed ashore at these places. No cause could be given for the strange occurrence.

COLCHESTER COUNTY.

Overseer H. Gass, of Tatamagouche, reports that salmon were not more plentiful than in former years. Only one violation of the law came to his notice, and the guilty party was convicted, but on account of poverty was let off by paying the costs, even this had a good effect. Smelt fishing is developing into a large business and many are being taken. Mackerel were as plentiful as usual in the bay. The fishway at the Balfron mill is in good order, but the water continued too low, until very late in the fall, so the salmon could not get up to it. The first of November a large run of small herring entered our rivers; a thing never known before.

Overseer Henry Blair, of North River, reports a scarcity of fish this year in the upper portion of the Bay of Fundy. There have been fine runs of spawning fish up the rivers this fall. The damaged fishway has been repaired, and the overseer thinks it will be all right for the spring.

Overseer R. J. Pollock, of Lower Stewiacke, reports that, smelts came in about the 14th April, and complains that the close season completely shuts off catching them in Stewiacke. As to shad, owing to heavy rains in May, the river was high and but few taken. A few more salmon were taken than last season. The June and July salmon continue scarce, but in September and October they are quite plentiful by all appearance, but are not fished for as formerly. Mr. Pollock has visited all the saw mills in his district. At Withdrow's Mill, Lower Stewiacke, arrangements are made to catch the sawdust as it falls, and it is then carted away. At Graham's Stream saw mill, on Little River, the rubbish is all carefully saved and used for fuel, and arrangements are now made to keep out the sawdust. Both the above gentlemen desire not to violate the law, and will do all in their power to keep rubbish out of the streams. It is the opinion of some that the sawdust covers up the gravel in the bottom of the river and injure the spawning beds; if this is so, Dunlap Mill, which is not in this officer's district, will do much injury, for he is informed they allow all rubbish and sawdust to enter the Stewiacke. He also visited the mills on St. Andrews River and found no provision made to take care of the sawdust. They were made acquainted with the law and requested to comply with it.

Overseer J. W. Davison, of Little Bass River, reports he has still to write discouragingly about the shad fishery of his district; the catch being smaller than in any year since he became Overseer. This has been a great loss to that section of the country. He does not attempt to explain the decrease, but thinks over-fishing had a good deal to do with it. Salmon have been more plentiful than last year. Cod were about the same, and herring not so plentiful. The fishermen will not go to so much expense next season, being very much discouraged with continued failure. He reports less attempts at poaching in the rivers, and has had no complaints from wardens or others.

DIGBY COUNTY.

Overseer Wm. Hanley, of Digby, reports a decrease in the catch of fish, as compared with the previous year. Various causes may be attributed for this decrease; the scarcity of bait, the small catch of herring, and the almost entire failure of mackerel and shad in St. Mary's Bay, are some of the most important reasons. The greatest cause, however, is owing to the general dulness of the fish market, and

the low prices paid for fish, together with the duty imposed by the American Government. The two latter causes have had the effect of driving more than half the vessels engaged in the fishing, in other and more remunerative channels. There has also been a like effect on the boats. It appears that, with the exception of mackerel and herring, the other kinds of fish, such as cod, pollock and haddock were generally as plentiful as usual, and were it not for the reasons given above, the present season's catch would probably be as large as any preceding it. It will also be seen that the quantity of smoked herring has been unusually small. Some of our vessels have taken their catches of fish, particularly haddock, to St. John, N.B., where they say they get more for them than here. Mr. Hanley says the laws have been generally respected. A lobster factory has been started which has, during the season, turned out 24,624 cans of lobsters. The rivers are comparatively free from sawdust. Mr. Hanley earnestly hopes a warden will be appointed for Salmon River by next spring.

Overseer James A. Collins, of Westport, reports a very large increase in the catch of some kinds of fish, especially cod, pollock, haddock and halibut, but complains of extremely low prices throughout the season. Mackerel were scarce until quite late in the autumn, when some very fine ones were taken mostly in nets. These were sold in United States markets as high as thirty dollars per barrel. The catch of lobsters has been very materially increased while the close season was well observed. Two canning establishments have been in operation during the season, one at Westport and one at Tiverton. Mr. Collins finds it requires great watchfulness to prevent the canneries from using lobsters below the legal size. He says it is the opinion of those engaged in exporting live lobsters to the United States that our laws regarding the size of them should be the same as those in force in Maine and Massachusetts. He regrets to report that the factories of the "Thistle Canning Company," at Tiverton, have not been in operation this season, and as a consequence we have no "finnan haddies" nor "fertilizer" in this year's returns. The reason given for this is, that the business did not prove remunerative. The weir at Freeport was not repaired this season and no fish were taken in it. Very few American fishermen have been in these waters as compared with previous years. Considerable attention has been given this fall to the shipping of fresh fish to St. John, N.B., and other ports. In making up the values of fishing gear, &c., Mr. Collins says it will be noticed he has given a large sum for wharves, stages, buildings, &c., actually employed in the fishing industry.

GUYSBOROUGH COUNTY.

Overseer James A. Tory, of Guysborough, says in comparing the present return with last year's there will be perceived a falling off in the catch of herring, salmon, codfish, &c., to the extent of \$52,350, but it is partially made up by the excess of catch in mackerel, squid, lobsters, bait, &c., to the extent of \$42,209, leaving a deficiency in the year's work of \$10,130. This, he is happy to say, will not be materially felt by the fishermen, as a number of them were induced to hold a portion of their catch until late in the season, when the prices ruled higher and provisions and other supplies become much lower. In fact, the trade in fish never was better for fishermen than it has been this autumn.

The fishermen rejoice in the protection given to the fisheries, but they are of opinion that it should be more strenuously carried out in future, and give credit to it, for the catch and price of fish, particularly in mackerel, and the general sentiment is protection against foreign fishermen, and for no treaty (that gives away the fisheries) with the United States or any other country. The lobster fishing is materially on the increase. There have been two establishments added to the already too numerous ones during the season; and there is now two or three more fitting up for operation the coming season, which will make a total of eleven in this district. The pressure which is and will be brought to bear upon this fishery will require greater vigilance to protect it than he can give, and he recommends that persons

be appointed in the principal localities where the canneries are located, whose duty it should be to visit them daily or as often as possible to see that the regulations are strictly carried out; otherwise the competition will soon put an end to the fishery by the destruction of the female and small ones. There is also practised a mode of capturing these fish which many persons object to, that is, the placing or stowing of gurry along the beaches and rocks of the coast to attract the fish in to feed upon, and then dipped with hand nets. This system of baiting is considered injurious to the health of persons who consume the flesh of fish so caught, and Mr. Tory fears, if continued, it will lead to reports in foreign papers which may be very injurious to the fishery and have a serious effect on the markets abroad. To prevent this, Mr. Tory thinks it desirable that, an Order in Council be passed prohibiting the catching or baiting of lobsters in that way, or that sub-section 2 of section 14, Fisheries Act, be rigidly enforced so far as it can be made applicable to the lobster fishery. Mr. Tory reports two violations of the Act by the illegal setting of traps. The complainant in one case insisted on the law being carried out, and he inflicted a nominal fine upon the party. The other, on request, was taken up without delay, which satisfied the complainant, and he allowed it to pass without further proceedings. The river wardens report that the usual quantity of fish have ascended the rivers during the season, and especially in the latter part thereof.

Overseer Allan McQuarrie, of Sherbrooke, reports little difference in the catch of his district from last year. Fish were plentiful, but prices low, particularly in the first part of the season, which caused the fishermen to relax their efforts. Lobster fishing was a success, although the fish were of a diminished size. This Overseer found considerable difficulty in enforcing regulations regarding lobsters, and thinks the traps should be required to be so constructed that undersized lobsters could escape through the laths whenever the trap is disturbed. Small lobsters were more numerous towards the close of the season, showing that any further extension in the fishing season would not be in the interest of the fishery. Salmon were very plentiful in the St. Mary's this season and of a size much larger than usual; but they were not so persistently fished for as the year before. The water was high and many passed up to the head waters. Cod were in great abundance late in the season. Herring and mackerel were rather scarce. Mr. McQuarrie reports the building of two new fishways of the improved model in his district this season, one at Fisher's Dam and the other at McDonald's Dam, Sherbrooke. They will supply a long felt want and will be productive of good, as they afford every facility for the fish to pass along, and he fondly cherishes the hope expressed last year by Overseer Blair, of Colchester: "Give us fishways and we will give you fish." The spawning ground is good and with free ascent, and the protection which the law contemplates, we will have plenty of fish. Obstructions at Indian Harbor Beach and on the Country Harbor River, remain as reported the last two years, and should be attended to. Overseer McQuarrie has no special violations to report. The law has been tolerably well observed. Some wardens are active and others negligent in the discharge of their duties.

HALIFAX COUNTY.

Overseer George Rawlings, of Musquodoboit Harbor, reports a further decrease in herring and mackerel as compared with Mr. Gaetz's returns of last year. The only reason he can give is the fish did not strike in along that part of the eastern shore. The fishermen say the herring and mackerel do not come on our coast as in former years, and seem to think the lobster fishery tends to keep them off, especially where hand pots are used. These hand pots, he says, instead of traps, are used by the fishermen from Dartmouth to Jeddore, while from Jeddore to Ecum Secum traps are used. Mr. Rawlings thinks less fish have been taken this year in his district than in any previous year, except the lobster catch which has been very large. He gives as a reason for this falling off their scarcity and low price. The fish traps at Jeddore and Clam Harbor were not used this season, owing to poor success in the past, and they are likely to prove a failure. A company has spent considerable money at

Oyster Pond, Musquodoboit Harbor for the purpose of fitting up the pond for an oyster bed, and as it takes considerable time to effect the work he cannot give a decided report.

Overseer John Fitzgerald, of Portuguese Cove, reports that the Hubert and Ingraham Rivers are in good condition at present, but during the alewife season there is a great amount of stream driving of logs, which is detrimental to the ascent of the fish. At Nine Mile River, at head of Shad Bay, there has been a dispute between owners of land adjoining both sides of the said river, and the fishermen setting nets for bait above Shad Bay bridge, where the tide ebbs and flows. The fishermen claim it as a right they have enjoyed for many years, and the Overseer therefore did not think it his duty to stop them without an order from those in higher authority. Large numbers of alewives ascended to Sackville River this year, but in all the other rivers they were scarce, compared with last year. The catch of fish, as a whole, has not been quite so large as last year. In the latter part of the season, prices advanced and fishermen will be better off than last year, and, in most cases, well provided. Mr. Fitzgerald reports the fishways on Sackville and Sandy Lake Rivers in splendid condition.

HANTS COUNTY.

Overseer J. B. Colter, of Milford, reports a large increase of the catch in his district, especially in salmon and alewives. He thinks, with proper enforcement of the laws in protecting the fisheries, all kinds will increase. The close seasons have been well observed. Salmon are going up the Nine Mile River, where they have not been seen for a number of years.

Overseer T. B. O'Brien, of Maitland, regrets to report the catch of shad a good deal short of that in 1885. But in salmon, alewives and bass, the catch was nearly double that of the previous year. There were some very fine salmon during the last season, in the Nine Mile River; the first that have been seen there for over thirty years. Some of those taken weighed thirteen pounds and upwards. The Overseer watched the river closely and reports very little poaching.

KING'S COUNTY.

Overseer Reuben F. Reid, of Wolfville, reports an increase in the catch of alewives over any year since his appointment to office. The fishway at the White Rock Mills, as reported last year, is working satisfactorily, and large quantities of fish passed through it during the past season. Were the facilities for going through the other dams equally good, the river would doubtless be very soon well stocked with fish. Mr. Reid reports a large falling off in salmon, but is unable to assign any cause or suggest any remedy. He says that, were the law strictly enforced in reference to square net fishing on the Gaspereaux River, it would almost prohibit it. There is scarcely a fishery of any value on the river but what is short of the prescribed distance from the mouth of the brook, and he recommends a change in the law to meet this. The Dodge Mill dam remains the same and effectually bars the passage of fish, and in consequence they have to take to the Trant River which increases the distance to the spawning grounds.

Overseer James S. Miller, of Canning, reports an improvement in the shad fishery of Scott's Bay, but in all other branches there is a falling off. Salmon were not so abundant as last year, which was an unusually good one. Herring were exceedingly scarce all along our shore, but fishermen report that the waters, this fall, have been literally alive with them, but of the small size of five or six inches in length. From this fact they predict large catches in the near future. This Overseer has no violations of law to report. All parties seem willing to obey them, and are being taught that such a course is to their best interests. The most serious complaint he has had was in regard to throwing overboard garbage, both on the banks, and in the coves and harbors.

LUNENBURG COUNTY.

Overseer David Evans, of Chester, reports a further decrease in the catch of mackerel in his district this year. There were many small ones in the bays and harbors in the early part of the season, but few were taken; fishermen fearing it would not pay to catch them at the price they were then bringing. But later on they paid handsomely. The catch of cod was about the same as last year. There was a large increase in herring, salmon and alewives. The work performed at Big Falls, Gold River, will enable the fish to ascend much more readily than heretofore. Mr. Evans says he requested the Department to have an order passed prohibiting the dipping for alewives in Gold River, from Mason's Mill to Backmains Point, because when the right to dip for alewives exists, it is impossible to keep salmon from being dipped. He also requested the Department to prohibit catching alewives within fifty yards of the dam at Middle River, as there is great destruction of both salmon and alewives, by allowing dipping close under the dam.

Overseer C. E. Godard, of Bridgewater, reports that salmon came into the river earlier than usual, the first being caught under Davison's lower dam the last of March. The number caught were in excess of the previous year and averaged a larger size, running from seven to fifteen pounds. Numbers were taken in nets in the lower part of the river; altogether about 350 were taken during the season. This officer has traced salmon above Marquis Falls on the La Have River, and to the Indian Falls on the North River, but could not find that any had been seen ascending the falls or in the river or lakes above. He recommends blasting at the falls, and says the expense would be small. Very few alewives were in La Have River, but those that did enter were of large size. Shad still continue to come in small numbers. It is only the two last winters that the inhabitants have found out that smelts enter La Have River during the winter. Last winter many were taken through the ice. Mr. Godard says during the close season for smelts—15th April to 15th May—smelts do not visit their spawning brook on that river, but do so the last of May or first of June. He calls attention to the fact that since the death of Warden Mosman last May, he has been without assistance on the upper part of the river, where there are ten mill dams to attend to, and a large extent of country to supervise, extending 25 miles from Bridgewater on La Have River, and 30 miles on the North River, and about 20 miles on the south branch. The report that salmon in numbers were again ascending the rivers brought many Indians from other parts to assist the local ones to poach. The white inhabitants take pleasure in setting the law at defiance, and under cover of darkness, with boat and net, not only scoop but drag the river. This compels one to be on the river night after night in a boat driving off the poachers at a great personal risk of injury. Next season, Mr. Godard anticipates greater trouble in protecting the fisheries on the river and asks that a warden be appointed at once near Bridgewater, or that he may be allowed to procure assistance while the fish are running. Wardens should be appointed at Upper La Have River, near Wentzel Lake, at North River between Northfield and Indian Falls and at South Branch.

Overseer S. H. Jost, of Lunenburg, has sent no report.

PICTOU COUNTY.

Overseer A. C. Pritchard, of New Glasgow, states that, in the month of August last or the beginning of September, a large school of salmon ascended East River, taking advantage of the heavy freshet that followed the dry season. Such an event was unknown to the oldest inhabitant, and although it was looked upon by many as quite a phenomenon he thinks it establishes the fact that salmon are on the increase in the rivers. The ordinary freshets were unusually late, consequently the salmon passed to their spawning beds almost unmolested; but in the tidal waters, where they lodged awaiting the freshets, poaching was carried on to some extent. With the able assistance of two good men allowed him, he captured a number of nets, canoes and other fishing implements. One man was brought to justice and fined, and he is seeking testimony against three others. The nets taken he has handed over to Mr.

Wilmot, officer in charge of the Bedford Hatchery. Mr. Pritchard calls attention to the limited time allowed for Smelt fishing, viz., 15th December to 15th February. The rivers are all at present open and free from ice; in short, fishing on the ice cannot be depended on in this county at any time before the 15th January, and as Smelts there do not spawn before the end of April, or the beginning of May, he begs to suggest that the open season be extended to meet the requirements of the fishermen of that locality.

Overseer Robert Sutherland, of River John, reports a slight decrease in the yield as compared with last year, owing to a scarcity of lobsters, herring and mackerel. Other fish were about an average, while salmon were plentiful.

Overseer D. G. McDonald, of Lismore, reports that, at the opening of the deep sea season, salmon were unusually abundant, but the occurrence of a severe storm, shortly after operations had been well commenced, so severely damaged the fleets of nets along the coast, that they had to be taken ashore for refitting. This valuable fishing time was thus unavoidably lost just when the most successful results were naturally expected. A second storm repeated the loss, and as the salmon season for deep sea fishing only lasts for about six or eight weeks, it is evident that catchers had unusual difficulty to contend with. For all this, the catch did not fall as much below the average as one would be apt to expect, considering the untoward circumstances. At French River, Mr. McDonald reports having captured one boat and seven nets, some of which had salmon in them. The warden died shortly before the close season commenced, so he engaged active men to watch the river. Their task was not an easy one. The poachers, who seem to constitute a numerous gang, had evidently determined to baffle the law at every risk but that of detection. They maimed his horse, stole his harness, broke his waggon and destroyed the contents. He succeeded in recognising some of the parties, and he is about issuing a process against them. He says to stamp out illegality in that district it will be necessary to appoint three wardens from the mouth of French River to the timber bank beyond the bridge. The catch of lobsters at the five canneries was far below the average, both in size and number. The opinion of packers as to the cause is conflicting and often self contradictory, so that they cannot be considered of value. Some of them agreed in recommending that the months of July and August be made a close season, and that canneries be permitted to reopen immediately after on the 1st September. Eels were taken in considerable quantities and sent to the United States. There is every appearance of activity in this fishery during the coming winter. Rubbish was prevented, as far as possible, from falling into the streams by mill owners, and the Overseer does not anticipate future trouble in this respect. He recommends that a supply of fry be placed next spring in Bailey's Brook, Barney's, French and Sutherland's Rivers. They were formerly visited by salmon in very great abundance.

QUEEN'S COUNTY.

Overseer S. T. N. Sellen, of Liverpool, reports that the boat or inshore codfishing was not satisfactory for want of bait, but still it was remunerative and the fish which were taken were of large size and of good quality. Salmon apparently did not strike the shore, and as a result, less were taken by gill nets than in former years. But the catch above the bridge and at Milton shows an increase over last year. He reports the fishways in good order. They give the fish a full passage, and as a result, no salmon were seen under the dams as in former years. Salmon were seen entering and going through the ladders by many persons. The catch of alewives, Mr. Sellen says, was very small, both in the harbor and in the rivers. The lobster fishery has largely increased and with paying returns. No extension of time should be given in which to fish them, for both fishermen and packers are satisfied with the catch and with the time allowed. Herring did not come into the harbors and bays as formerly, and consequently the catch was small. He believes the constant working of thousands of lobster traps and the foul garbage used for bait, prevent the fish from coming in. The mackerel fishery was almost a total failure.

Purse seines, used in deep water, have the effect of breaking up the schools, and being frightened, the fish keep off shore. He thinks this kind of fishing should be stopped, at least for a few years, to allow mackerel sufficient time to increase in size and quantity.

Overseer John Fitzgerald, of Mill Village, reports that matters in general remain about the same as last year. On his last visit to the upper waters of the Medway River, he obtained evidence which convinced him more strongly than ever of a fall run of salmon in the river. One case of violation of the law forbidding rubbish being thrown into the river came to his notice, and effective steps were taken to prevent a repetition of the offence. The catch of salmon, though somewhat less than last year, has been larger than during any other of the preceding twenty years. The falling off was all in the lower part of the river. More alewives were taken than in any year since 1881, both in the upper waters and in the harbors. The catch of other fresh water fish was equal to if not above the average. Herring were a complete failure in Port Medway Harbor and the adjacent seaboard, with the exception of a late school which remained in the harbor a short time, when a few were taken. Bank codfishing was good, but shore fishing, owing to scarcity of bait and unfavorable weather, was a partial failure. The lobster catch was one-third above that of last year, and the fish were of larger size. Parties interested in this fishery in Port Medway, respect the law and approve of the regulations.

SHELBOURNE COUNTY.

Overseer W. J. McGill, of Shelburne, reports a falling off in the number of vessels engaged in the deep sea fisheries and consequently there is a deficiency of 5,405 cwt. of cod. Fish were reported plentiful on the banks and the vessels returned with full fares early in the season, but prices like the two last years ruled unusually low, making the business unprofitable for the fishermen. Cod and haddock were plentiful along our coast and had the fishermen given their attention to it, instead of lobster fishing, there would have been a large increase in the quantity taken by boat fishermen over last year. This officer reports an improvement in the herring fishery, howing: an increase of 898 barrels above last year. This was a great boon to the fishermen as the price ruled high, with increased demand. The falling off in the quantity of mackerel is due to failure in the seining. The fall shoals along shore were much more abundant than in preceding years, and the quality above the average. The salmon catch was about fifty per cent. above last year. A marked increase was seen in sea trout. Alewives were about equal to former years and the increase is not so marked as is desired. Lobster continue plentiful. The factories put up 30,280 cans over last year, besides what was sold to American smacks. Lobsters under nine inches were found in possession of two packers and one fisherman, who were dealt with according to law. Existing regulations are satisfactory and the close-season was well observed. The protection along the coast by the Dominion cutters has given general satisfaction. It is very desirable that American fishermen be kept outside the three mile limit.

Overseer E. S. Goudy, of Barrington, reports a falling off in mackerel fishing. Last year there were 5,709 barrels and this year 3,010 barrels, showing a decrease of 2,699 barrels. Many large schools were seen off the coast, but they did not approach the traps. There is also a decrease in the herring fishery. When they were plentiful, the prices ruled low and no great effort was made to take them, but later on prices advanced and thus there was a loss to the fishermen. There is an increase in alewives of 100 barrels. The fishway at Clyde River has been visited frequently by Mr. Goudy and found to be giving good satisfaction, but he thinks it would be improved if lowered at the entrance. The river is comparatively free from obstructions and alewives have consequently increased. Salmon have been quite plentiful in the Clyde this season and due credit is given to the fishway. Cod were as plentiful as last year and good catches were made. The bankers all returned with full fares, but prices ruled low. Lobster fishermen continue to ship live lobsters to the

United States. This year about \$19,446 worth were shipped and large preparations are being made for carrying on the business next season. The fishermen are well satisfied with the existing laws, which have been well observed.

YARMOUTH COUNTY.

Overseer Enos Gardner, of Tusket, reports an increase in his district of nearly \$40,000 over last year. Notwithstanding the fact that, six fishing vessels were sold and that others were employed in the coasting trade from Pubnico district, yet three vessels were added to the fishing fleet of this district. About half the vessels were bank fishing and all made full fares. The prices were low, but the outfits being cheap, the fishermen have done fairly well, and hope for better times in the near future. Neither the mackerel nor the herring fishery, both in regard to nets and traps, was good. The increase is mostly in lobsters. Two new factories were put up, and as it is not allowed to ship live lobsters under ten and a half inches, all under that size were sold to the factories, which enabled them to put up more than they otherwise could. This fishery has been very profitable. Mr. Gardner visited the factories at East Pubnico, Lower Argyle, and Portland Packing Company's, at Little River, and found the lobsters of good size. The factory at Ellenwood Island being hard to get at, he arranged with Overseer Robertson to look after it, which he did and found matters all right there. The regulations have been strictly observed throughout. He believes the managers are disposed to assist, as far as they can, in upholding the laws, seeming to realize that it is their interest so to do. There is considerable increase in the alewife and salmon fisheries. For reasons formerly given, this officer looks for a large increase in the alewife fishery, as the rivers are comparatively free from obstructions. The salmon were of good size and quality and during the whole month of June the river was well stocked with them and good prices were obtained. Early in the season they brought one dollar per pound and none sold for less than fifteen cents. Mr. Wilnot of the Bedford Government Hatchery, sent to the temporary hatchery 25,000 salmon ova, which were successfully hatched by warden Hatfield, with very little loss. These were distributed in the lakes in June. Mr. Gardner visited the Carlton and Kemptville dams and inspected the fishways which he says have been kept in good repair and give general satisfaction. At Kemptville he was told two salmon had been taken, early in the season, in the river above the dam, and that large quantities of young fish came down in the fall. If the ladders are not interfered with and are kept in good repair, salmon and alewives on the Reynard and Carlton Rivers must soon show an improvement. This Officer has not been able to persuade them at Carlton to cease putting sawdust in the river, but has warned them if they persist they will be prosecuted. They declare they will resist and carry it to the highest courts. They will have to be stopped or the Lake will soon be filled up. In August it was reported to him that parties were putting in eel weirs at the third lake where a large portion of the young salmon were planted. He drove to the Forks and took out and destroyed two of the weirs and found quite a number of the young fish dead. It is very difficult to catch persons engaged in this work. He spent three days about the river at this time, and a few days after a heavy rain raised a freshet, making it impossible to put eel weirs in. Generally the rivers have been kept open and free from encumbrances.

Overseer George H. Robertson, of Yarmouth, reports this to be the first full year of fishing since the abrogation of the fishery clauses of the Washington Treaty. The facts, he says, go to show that our fishermen have lost nothing by the Americans being kept off. There was a decrease in the sale of bait, but this was not from want of buyers, but because bait was scarce. Some of the bank fishermen say the proceeds of their voyages would not have been any larger had they been allowed free entry to the United States markets; others think the free market would have given them more money. It is a noteworthy fact that Yarmouth County men, who left home to sail in New England fishing vessels, have returned with far less money than those who fished in our own vessels. On the whole, the bank fishermen have made a little

more money than last year, while those who went abroad have, with few exceptions, done very much worse than for several years past. As for the argument that the bait selling people were greatly benefited by the visits of American fishermen, this Officer points to the fact that the people of Port Maitland in past years sold more bait than any other community in the county. A public meeting at that place, immediately after the abrogation of the treaty, unanimously resolved to ask the Government not only to rigidly enforce the provisions of the Treaty of 1818, but asked them to prohibit the sale of bait to foreigners. On the whole, the desire for a renewal of a fishery treaty, which will give New Englanders freedom of our fishing privileges, is every day growing less and less. On the general state of the fisheries in his district Mr. Robertson writes: As to mackerel, there has been a decrease of those caught in traps. The high price late in the season prevented them from being worse off, and the Geo. E. Churchill trap, cleared \$2,000. The success in mackerel traps depends on the experience of its managers, and the direction of winds. A long period of easterly winds has the effect of driving the fish off shore, while a westerly wind largely increases the catch. The trap fishermen all complain that the setting of lobster pots, with their filthy garbage for bait, is a great injury to them. The distance of pots nets, &c, should not be less than 200 fathoms from traps. The distance of 100 fathoms prescribed in the regulations does not prevent them from setting pots in the mouth of a fish trap. The Government should consider the interests of parties who have heavily invested in trap net fishings who give employment to many hands. The catch of herring shows a decrease. The cause is a scarcity of fish, and a less vigorous prosecution of the business. Shad have been scarce and the catch is insignificant. Halibut shows an increase of 11,223 lbs., including home consumption. As to cod, haddock and pollock, the bank fishing fleet returned with full fares, but the total of cod compared with last year shows a slight decrease, owing to the small catch in boats. The decrease is chiefly at Sanford and Port Maitland, where the business is entirely done in small vessels and boats. The cod fishermen are some, what discouraged on account of the general low price of fish. Lobsters were abundant and of large size, and show a large increase in the catch. This is due to a larger number of pots and not to an increase in the quantity of lobsters on the grounds. The canning factory of B. Cann Co. put up 1,357 cans. Shipping live lobsters to the United States has become an extensive business. The fish show no signs of exhaustion. The close season was well observed. There has been a decrease in canned lobsters, but a large increase in the sale of live lobsters. Herring used for bait show a large decrease. The scarcity of bait this season would have seriously inconvenienced our own deep sea fishermen had the Americans been permitted to buy.

CAPE BRETON.

REPORT OF A. C. BERTRAM, ESQ., FISHERY OFFICER, ON THE FISHERIES OF CAPE BRETON ISLAND.

NORTH SYDNEY, C.B., 31st December, 1886.

Hon. GEO. E. FOSTER,
Minister of Marine and Fisheries.

SIR,—I have the honor to submit the following report on the fisheries of the shore and inland waters of the Island of Cape Breton for the calendar year 1886.

THE SEASON'S PRODUCT.

The whole catch during the year, in point of quantity procured, has proved scarcely up to the average of the previous year. The shortage has mainly been in the catch of herring, cod and salmon, in descending order named. In herring, the failure was a very general one. In cod-fish the shortage occurred in certain localities, whilst in others it was abundant, and a like remark applies to the mackerel fishery.

CAUSES OF SHORTAGE IN CATCH.

The causes of total or partial failure in the coast fisheries are, by no means confined to an absence of fish. Occasionally, fish of any given kind strike in on the shore in great abundance, but in some cases the absence of bait may cause a failure in catch, or storms may suddenly disperse the schools, whilst at other times a cause of failure may be of a phenomenal kind and not easily accounted for. For instance, as an illustration of the last, during the past season, in several localities, cod struck the shore about the usual time in great abundance, but after a very brief stay, suddenly disappeared, having apparently retreated out to the banks where they were subsequently caught in abundance, but to which localities boats were unable to follow them. An example of the very unfavorable effects of severe storms was witnessed in the case of the coast salmon fishing. Salmon struck on its usual shore haunts in great abundance, such as promised an unusually large catch, but a violent storm occurred towards the end of June, with which the fish almost entirely disappeared, and subsequently the catch was small.

MACKEREL.

The catch of mackerel varied much with localities. In some it was excellent, in others medium, and yet in others considerably below the average. On the whole, mackerel made up a medium average catch. Much more could have been procured of large spring mackerel, that is good No. 3, but at that time prices were extremely low, in some localities only \$1 per barrel being offered, which was not sufficiently encouraging to prosecute the business vigorously; but, subsequently, owing to United States fishing vessels being kept well off the inshore fisheries, they failed heavily in their usual catch, the price for mackerel went up to an unprecedented figure. No. 3 which in the early part of the season were offered for \$1 per barrel, went up to \$3 per

barrel, and No. 1 (fall) rose until it reached the almost unprecedented price of \$30 and upwards per barrel. Thus; although the run of fish was, on the average, very light, yet, owing to the vigilance of the Government cruisers, our boat fishermen had what there was of it to themselves, which, together with the great rise in price, more than compensated them for the lightness of the catch.

HERRING.

As already stated, the catch of herring was, on almost the entire coast, a light one, owing to the absence of fish. Some exceptions occurred, which were happily in one extensive district in which a heavy failure had been experienced in 1885. There has, however, been a sufficient quantity secured for local consumption together with some for export, and fishermen are, to a great extent, recouped by the superior price realized. This quantity was further increased by an extraordinary run of herring close in upon some shores and into bays and harbors in the month of December. This is quite unusual.

LOBSTER FISHING

was highly satisfactory to both the fishermen and the canning companies. Fishermen at every point secured large quantities, for which they were paid in cash, on delivery, at remunerative prices. This caused a large number of boats and men to withdraw from the other general fisheries which were affected at that stage of the season by low market prices. The number of canneries are to be increased next season. It is probable that this branch of fishery has attained about the limit of expansion, and henceforth care will have to be exercised, as far as practicable, that the amount of fishing will not exceed the possible limits of production. Experience has now proved this to be not only a profitable branch of the fishing industry, but that it is more uniformly reliable than most other coast fisheries, so long as the source of supply is not too heavily drawn upon.

THE COD FISHERY

has varied considerably according to localities, in some not making an average catch, and in others exceeding it; but, on the whole, this year's catch amounts to a maximum average. A considerable rise in price towards the close of the season, fairly compensated those who caught less than the average, while those who attained a maximum catch made a very profitable season's work. The market value of cod was appreciably raised owing to the treaty of trade with Spain and her colonies. In connection with this fishery, it is pleasing to notice a considerable increase in the manufacture of medicinal cod liver oil. The proper equipment has in some cases been acquired, and a good product prepared for market. This great adjunct to the value of the fisheries in Cape Breton, though yet in its infancy, is fairly initiated upon a basis that will, no doubt, at an early day prove an important factor in expanding the value of the fisheries here.

THE FISHERMEN

are in comfortable circumstances all around the coast and upon the shores of the Great Bras d'Or Lake. The combination of events which produced these happy results are: 1. The rise in market value of fish. 2. Fishing outfits, provisions and clothing were obtained at unprecedented low prices, and ready money being more common than for many years past, they were able to take advantage of favorable markets and lay up in season ample supplies for the winter. 3. The bounty paid by the Government is having an excellent effect in stimulating them to greater exertions in order to come within its regulations. 4. The efficient protection extended to

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barrel, and No. 1 (fall) rose until it reached the almost unprecedented price of \$30 and upwards per barrel. Thus; although the run of fish was, on the average, very light, yet, owing to the vigilance of the Government cruisers, our boat fishermen had what there was of it to themselves, which, together with the great rise in price, more than compensated them for the lightness of the catch.

HERRING.

As already stated, the catch of herring was, on almost the entire coast, a light one, owing to the absence of fish. Some exceptions occurred, which were happily in one extensive district in which a heavy failure had been experienced in 1885. There has, however, been a sufficient quantity secured for local consumption together with some for export, and fishermen are, to a great extent, recouped by the superior price realized. This quantity was further increased by an extraordinary run of herring close in upon some shores and into bays and harbors in the month of December. This is quite unusual.

LOBSTER FISHING

was highly satisfactory to both the fishermen and the canning companies. Fishermen at every point secured large quantities, for which they were paid in cash, on delivery, at remunerative prices. This caused a large number of boats and men to withdraw from the other general fisheries which were affected at that stage of the season by low market prices. The number of canneries are to be increased next season. It is probable that this branch of fishery has attained about the limit of expansion, and henceforth care will have to be exercised, as far as practicable, that the amount of fishing will not exceed the possible limits of production. Experience has now proved this to be not only a profitable branch of the fishing industry, but that it is more uniformly reliable than most other coast fisheries, so long as the source of supply is not too heavily drawn upon.

THE COD FISHERY

has varied considerably according to localities, in some not making an average catch, and in others exceeding it; but, on the whole, this year's catch amounts to a maximum average. A considerable rise in price towards the close of the season, fairly compensated those who caught less than the average, while those who attained a maximum catch made a very profitable season's work. The market value of cod was appreciably raised owing to the treaty of trade with Spain and her colonies. In connection with this fishery, it is pleasing to notice a considerable increase in the manufacture of medicinal cod liver oil. The proper equipment has in some cases been acquired, and a good product prepared for market. This great adjunct to the value of the fisheries in Cape Breton, though yet in its infancy, is fairly initiated upon a basis that will, no doubt, at an early day prove an important factor in expanding the value of the fisheries here.

THE FISHERMEN

are in comfortable circumstances all around the coast and upon the shores of the Great Bras d'Or Lake. The combination of events which produced these happy results are: 1. The rise in market value of fish. 2. Fishing outfits, provisions and clothing were obtained at unprecedented low prices, and ready money being more common than for many years past, they were able to take advantage of favorable markets and lay up in season ample supplies for the winter. 3. The bounty paid by the Government is having an excellent effect in stimulating them to greater exertions in order to come within its regulations. 4. The efficient protection extended to

the inshore fisheries against a repetition of past depredations by foreigners. To this last cause fishermen themselves attribute most of the satisfactory results of the season. They say, and I think correctly too, that a serious if not a total failure of catch would, in many localities, have resulted, with consequent want during the winter, had United States' fishermen been permitted, as formerly, to appropriate the lion's share, besides destroying or scaring away what they could not cure.

THE FISHERY BOUNTY.

The general effects upon the fishermen of the bounty system is referred to above. This stimulus is especially noticeable in the case of young fishermen, who, as a rule, make it an object of ambition to place themselves within its provisions, not so much for the money to be realized, but as a point of honor to be obtained. To secure something above what would barely secure the bounty is regarded as a characteristic of activity and skill; to fall short of it, the reverse. A general improvement in boats and tackle is also traceable to the timely assistance of the bounty. In these two respects the bounty promotes the fishing industry very much beyond its simple value in dollars and cents, as a direct purchasing commodity in the market.

THE FISHERY REGULATIONS

are becoming, year by year, more generally respected by the people. Violations of the law are rapidly disappearing, and its provisions are being appreciated as tending to general and individual benefit. The few who would be habitual violators of the regulations, now find much less favor and sympathy amongst the better class which formerly considered prosecutions as something harsh and not deserving of aid.

ANGLING.

Anglers had good cause for congratulation on the fine runs of salmon and sea trout. The better observance of the law against spearing and illegal netting, together with the successful operations of fish hatcheries is being attended by marked improvement each succeeding year, in the numbers of salmon and sea trout ascending Cape Breton streams. At the present rate of improvement, these streams will attain to the glory of by-gone years, in the abundance of these royal fish for which they were noted in the early history of the island.

IMPROVEMENTS OF STREAMS.

The past investment of public money in the protection and improvement of streams amply justifies necessary expenditure in further improvements. One which would yield vast benefits is deserving of a prominent place in this report, that is Grand River, the outlet of the waters of Loch Lomond in the County of Richmond. This stream, after a course of twelve miles, empties into the Atlantic Ocean. What is popularly designated as Loch Lomond consists of a series of three lakes unitedly, about seven miles in length by about half a mile in breadth. After Grand River has descended for about two miles from the lower of these lakes it reaches two falls, following each other in close succession; the first being about 6 feet and the second or lower about 23 feet perpendicular height, in all about 29 feet. The united area of the lakes is about ten and a-half square miles or equal to 10,500 acres. The waters are clear, pure and cool, with an even shelving bottom, composed of sand and gravel, comprising all the necessary natural conditions for first-class breeding grounds for salmon and trout. The river, up to the falls, abounds in salmon and trout, which were in great abundance last summer; but beyond this point they cannot ascend.

Native trout of a fine size and quality are found in the lakes above. The opening up of a free passage for salmon and sea trout to these lakes would make one of the finest angling resorts to be found in North America. That they would multiply year by year, until they would attain an abundance unsurpassed anywhere else, there can be no doubt.

What I would respectfully recommend is, that a channel be blasted through the falls of sufficient depth to allow of the passage of fish upwards. This channel need not be the full depth of the present falls as the debris blasted out would in part fill the depths below, and as salmon and trout, particularly the former, are possessed of great self propelling powers, the channel could be left in the form of a rapid with a pretty stiff descent, but removed from perpendicularity so as to prevent the necessity for jumping on the part of ascending fish. This work, I am of opinion, could be done for some \$1,600 or \$1,800, which would be about the cost of artificial fish ladders. With the blasting out of a channel the work would be permanent, without the necessity of further expenditure for repairs, &c., and would leave almost no chance for illegal fishing. This recommendation is not without precedent; a few years ago a precisely similar plan was adopted on a salmon fishing stream belonging to the estate of the Duke of Beuchleugh, in Scotland, and was found to fully meet expectations.

THE GOVERNMENT CRUISERS.

This report would necessarily be imperfect without reference to the valuable services rendered during the past season by the fisheries protection cruisers in their effective work on this coast. The task of keeping outside the three-mile limits so large a fleet as that of the United States, accustomed for many years to the free use and abuse of our inshore fisheries, was indeed an arduous one; yet, the uniform testimony of Cape Breton fishermen is to the effect that, this duty was effectually performed, and were it not for it, destitution would have been the lot of many fishermen and their families this winter, instead of the comfort they now enjoy. So strongly are fishermen as well as resident fish merchants impressed with the value of last season's protection, that both express decided opposition to even again giving the free use of our fisheries to any foreign nation, upon any conditions whatever, as they are now in railway and steam communication with the Upper Provinces from Quebec westward, by which a large home market is opened to them which was not available ten years ago. They say that, whatever duty the United States may see fit to place on fish does not affect the Canadian fishermen or exporters, because the supply of American fish on their own coasts is so vastly below their home demand, that whatever duty they may impose will come out of the pockets of their own people, not of ours, and a concession to our fishermen of the fishery of the coasts of the United States is perfectly valueless to us. There, the fisheries are so exhausted, and the distance so great, that our fishermen with an abundance of fish at their own doors, would never think of attempting distant trips to United States fishing grounds, even if those grounds were infinitely better stocked with fish than they are.

CHANGE OF CIRCUMSTANCES.

The changed conditions of the last ten years render what might have then been suitable reciprocal arrangements totally unsuited to the present condition of our fisheries and means of transport.

The reported increase of the United States fishing fleet during the last five years is 20 per cent. This throws a large increase of tonnage and men upon our coasts, and their fishing appliances are sweeping and destructive. Under terms of reciprocity that would give Americans the enjoyment of our inshore fisheries with liberty to tranship fish, thus permitting their vessels to remain on our grounds during the entire season; would enable one of their vessels to do as much fishing in the season as

four could scarcely accomplish, under regulations compelling them to proceed to home ports to unload; to concede the liberty of landing fish in Canadian ports for transport home, together with the increase in the number of their fishing vessels, would, in practice, operate on our fisheries as an equivalent of a four-fold increase of the United States fishing fleet. It is reckoned by competent authorities that the surrender of inshore fisheries, as well as the privilege of landing fish and of fishing with seines, would, in twelve years, as an extreme limit, cause the complete destruction of the Canadian fisheries within the three mile limit and the shoal waters outside of it.

SEINE AND TRAP FISHING

is being strongly denounced by Canadian fishermen, as being needlessly destructive and injurious to the fishing grounds.

It might be advisable to pass a fishery regulation prohibiting our own fishermen from throwing seines within the three-mile limit from the shore.

I have the honor to be, Sir,

Your obedient servant,

A. C. BERTRAM,

Fishery Officer for Cape Breton.

SYNOPSIS OF FISHERY OVERSEERS' REPORTS.

COUNTY OF CAPE BRETON.

Overseer Francis Quinan, of Sydney, reports a small catch of fish in his district. The salmon and cod fishery opened with excellent prospects, but later in the season these fish disappeared from the shores; the cod going to the banks, where they were taken in large quantities and where boatmen could not reach them. Herring made their appearance in the early part of the season but did not remain long enough to enable local fishermen to make large hauls. Although the catch of lobsters was not up to the expectations of fishermen, yet it was fair and gave employment to a large number of people for several months. This industry is rapidly growing in this district and additional canning establishments have been started in several places during the season. There were no violations of the fishery laws in this Overseer's division.

Overseer Alexander McDonald, of East Bay, reports a good catch of codfish in his district. Herring were scarce and the catch small, compared with former seasons. Mackerel were also scarce and the number taken by fishermen was smaller this season than last. During the lobster season, a very large number of men are engaged in the canning establishments which are becoming numerous around the shores of Cape Breton Island. Lobster packers did a good business in this Overseer's division this season.

Overseer James P. Burke, of Main-à-Dieu, reports a slight decrease in the catch of codfish, owing, principally, to a scarcity of bait. Capelin, which is principally used for bait, did not visit the shores as plentifully this season as in former years. There was also a slight decrease in the catch of herring. The mackerel fishery, however,

was good and the prices realized far exceeded those of previous years. The lobster-canning establishments in this district did a fair business and fishermen were paid good wages. At the Scatterie Oil Factory; 1,300 gallons of refined oil were manufactured: nearly 500 gallons less than last year. This decrease is caused by a falling off in the catch of codfish. Taking the season all through, the fishermen did well and realized fair prices for their fish. Overseer Burke suggests that an anchorage ground be provided for vessels visiting Mira Bay. At present, during the herring fishery, vessels come in the bay and anchor on the grounds which are used for fishermen to set nets, thus causing inconvenience and injury to the fishermen. Suitable anchoring grounds could easily be provided in the bay.

Overseer Y. A. W. Barrington, of Sydney Mines, reports an increase in the catch of cod in his district. Bait was plentiful, thus enabling fishermen to prosecute their calling without interruption during the season. This Overseer reports a slight falling off in the herring fishery, caused by heavy north-east gales during the month of July, which scattered the schools and prevented fishermen to net them. The catch of other kinds of fish shows a fair average, with the exception of salmon, which, it is alleged, were frightened off the coast by lobster traps. Mr. Barrington found the fishermen in his district willing to obey the laws and regulations.

INVERNESS COUNTY.

Overseer D. F. McLean, of Port Hood, reports an increase in the following branches, viz., salmon, mackerel, trout, smelts and oysters, and a decrease in herring, alewives, codfish and lobsters. The value in the aggregate of fish and fish products for 1886 he estimates at \$359,441.60. Of this amount, he has valued the quantity entered for home consumption at \$40,000. Although there has been a decrease in the quantity of fish taken in the different branches named, prices were more remunerative than in former years, so that, on the whole, there has been an increase in the value of the fisheries, in comparison with 1885, amounting to \$49,441.60. This overplus is, to a great extent, due to an increase in the catch of mackerel, as well as to the high price obtained therefor. Mr. McLean is now fully convinced that the cruisers, fitted out by the Dominion Government to protect Canadian fisheries, rendered valuable services in the interest of fishermen, and that the increase in the catch of mackerel is largely due to the manner in which the fishing grounds were protected. It is a well-known fact, that previous to the past season, American fishing vessels destroyed large quantities of mackerel and herring all along the coast while fishing with seines, as they would take only what they could cure, and throw the rest overboard. This officer repeats a recommendation which he made in former reports, that, an Act of Parliament be passed preventing fishing with seines by Canadian as well as American fishermen. Comparatively few people have any idea of the quantities of mackerel and herring which are destroyed by seine fishing. The impetus given to the fishing industry by the fishing bounty continues to have beneficial results. Lobster fishing is still carried on extensively in this district. A new cannery was in operation at Judique during the past season. The factories at Mabou Harbor and on Port Hood Island were canning as usual. On the whole, the close season was well observed in this division; the only violation of the law brought to the Overseer's notice being the setting of a trout net at River Dennis. The net was seized by one of the Fishery Wardens, but so far Mr. McLean has been unable to get any clue to the owner of the net.

Overseer James Coady, of South-West Margaree, reports that his statistics show a decrease when compared with those of last year. This decrease is chiefly due to a large falling off in the catch of cod. These fish did not appear on the coast until late in the season, and stormy weather interfered with the fishery. The catch of herring was unusually large. The lobster fishery also gave an increase of 23,616 pounds over that of last year. Some fine schools of salmon made their appearance on the coast in the latter part of June, until a heavy storm prevailed, which destroyed

the nets. Owing to the rivers being low, very few fish entered them until the latter part of July. During the end of September and the month of October, salmon ascended the south and west branches of the Margaree River in large schools. The alewife fishery was a failure, freshets carrying away the weirs, and before they could be replaced the run of fish had passed. The fishery laws were reasonably respected.

Overseer David Ross, of North-East Margaree, reports the general catch of fish in his district as below the average. Mackerel fishing was a failure. There appeared to be large numbers of fish schooling on the coast in the latter part of the season, but, owing to stormy weather and the want of proper appliances, fishermen were unable to catch them. This officer also reports that, storms interfered with the salmon fishery in his district. The nets of fishermen, in some cases, were carried away, and, in others, so injured, that the salmon season was over before they could be replaced. The spawning grounds were well supplied from the Sydney hatchery, and the close season well observed; there being only one violation which was proved.

RICHMOND COUNTY.

Overseer Duncan Cameron, of St. Peter's, in submitting the returns of different kinds of fish taken in his district reports a marked increase in the catch of mackerel, cod, haddock and lobsters; the herring fishery alone failing to come up to last year's catch. The increase of lobsters may be attributed to the fact that two new factories were engaged in the packing business at L'Ardoise, making six factories in operation in this district. The increase in the catch of fish, together with a slight advance in prices, places the fishermen in a position to face the coming winter with confidence. No violation of the law is reported from this district.

Overseer Francis Marmeau, of Arichat, reports a good catch of cod fish in his district, very much exceeding that of last year. He also reports an increase in the lobster catch, and the number of people engaged therein being much larger than formerly. The mackerel catch was better than last year, but the herring fishery was a failure.

VICTORIA COUNTY.

Overseer D. McRea, of Baddeck, reports an increase in the catch of cod and herring in his district. Fishermen were more attentive and gave more of their time to this important industry than in former years. They now realize the benefits derived from the bounty which the Government grants each year. This officer reports a disposition on the part of some parties to violate the fishery laws. A large shipment of oysters taken during the close season were sent from Whycocomagh to Baddeck to be shipped thence to Halifax. On being informed of the fact, Mr. McRea had those oysters confiscated. There were some violations of the law in Middle River District; several guilty parties were caught and punished. This river is becoming more important every year for spawning purposes. There is only one run of salmon frequenting Middle River each season during the month of October, when the pools are literally alive with them. One hundred and sixty salmon were caught during the season for the Sydney Hatchery.

Overseer Malcolm McIntosh, of Aspy Bay, reports a slight falling off in the catch of codfish, but a marked increase in that of mackerel; the latter he attributes to the exclusion of American fishing vessels from the fishing ground. In several of the best fishing districts, such as Bay St. Lawrence, fishermen ran short of salt during the month of July, which accounts for the decrease in the catch of codfish. Besides, codfish fishermen were during the lobster season engaged in the latter fishery. New lobster canning establishments are being started at various places, and next summer there will likely be half a dozen under operation. The catch of salmon is below that of

last year, which this Overseer attributes to rough weather. The principal markets for the sale of fish were North Sydney, Halifax and St. John's, Newfoundland.

Overseer Wm. Bingham, of Englishtown, reports a fair catch of all kinds of fish in his district. No. 3 mackerel were abundant during the early part of the season, but buyers would not take them at \$1 per barrel. Later on, prices advanced, and the same grade of fish sold for \$8 per barrel. Mackerel became scarce towards the end of the season and prices advanced. Fishermen strongly urge the exclusion of American fishermen from Canadian fishing grounds. There was a falling off in the catch of lobsters in this division.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in and the Total Number of Men Employed, &c., in the

DISTRICTS.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.							
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in lbs.	Mackerel, barrels.	Mackerel, in cans.
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.				
<i>Annapolis.</i>			\$			\$		\$						
Margaretville and Port George.	...	...	...	40	800	80	4500	600	3	300	...	1750	...	450
Port Lorne and Chute's Cove.	...	...	...	41	205	25	30000	1500	...	...	...	...	...	785
Phinney and Parker's Cove.	5	103	3100	50	121	1380	154	10624	2796	...	...	...	...	1022
Gut and North Side of Basin.	7	70	2000	35	62	510	124	300	150	7	700	...	...	50
Annapolis and South Side of Basin.	4	54	2000	18	22	400	44	150	300	12	1500	...	100	...
Lequille River.	...	...	...	...	...	...	10	50	...	...	...	350	...	...
Round Hill and Annapolis River.	...	...	...	15	10	60	...	200	100	...	...	4000	...	...
Totals.....	16	227	8100	118	296	3355	427	45784	5496	22	2500	...	6100	100
<i>Antigonish.</i>														
Tracadie.....	...	...	...	64	1200	142	4200	7500	...	...	10	8500	350	300
Antigonish.....	...	...	...	31	510	60	3000	5800	...	...	...	21000	150	80
Morristown.....	...	...	...	68	1400	152	4800	7800	...	...	...	19000	300	100
Arisaig.....	...	...	...	67	1100	155	4800	7100	...	...	...	14000	70	60
Totals.....	...	...	...	230	4210	509	16800	28000	...	...	10	62500	870	540

the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, Province of Nova Scotia, for the Year 1886.

KINDS OF FISH.														FISH PRODUCT .			VALU.	
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Pollock, cwt.	Hake and Souds, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Keels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.	Fish used as manure, barrels.	\$	cts.
		200	75	75	575	20100								100	200	200	6,921	00
		145	20			400								150	400	100	4,397	75
		775	225	575	575									1150	200	200	11,804	25
10000		2000	500	500	500	10000								1200		300	16,730	00
20000		2200	700	6700	3700									900	200	300	38,385	00
	5																90	00
							10	2000	100								1,006	00
Hake, 7,000 cwt., at \$3.50.....														\$24,500 00 }			25,000 00	
Lobsters, fresh, 100 tons, at \$35.00.....														3,500 00 }				
30000	5	5320	1520	7850	5350	30500	10	2000	100					3500	1000	1100	107,334	00
	200	80		100	400			1200	3200	5000	170	220	98000	200	300		27,104	00
	60	30		500	550			5000	8000	15000	300	25		200	24		13,421	50
	120	200		3000	2000			1900	350	9000			58000	1400	400		29,350	00
		60		1860	1200			1000	500	8000			82000	450	350		23,567	50
	380	370		5160	4150			9100	12050	37000	470	245	238000	2250	1074		111,193	00

* Home Consumption :-

Salmon, 37,000 lbs., at 15c.....	\$ 5,550 00
Cod, 42,000 lbs., at 4c	1,680 00
Hake and Haddock, 90,000 lbs., at 4c.....	3,600 00
Alewives, 60,000 lbs., at 4c	2,400 00
Herring 65,000 do 4c.....	2,600 00
Smelts 10,000 do 6c.....	600 00
Mackerel 22,000 do 6c.....	1,320 00

\$17,750 00

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.										
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Herring, barrels.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.							Value.
<i>Cape Breton.</i>			\$			\$			\$		\$						
From Marion Bridge to False Bay Beach	25	250	50	1980	690	.....	.....	...	2700	.....	.....	36	108
From False Bay Beach to Long Beach.....	1	10	300	4	46	1010	78	4180	1500	.....	.....	...	1600	.....	.....	60	420
From Long Beach to Bridgeport.....	32	495	65	2080	808	.....	.....	...	140	.....	.....	4	242
From Bridgeport to S. side of Sydney River	51	965	94	2800	1030	.....	.....	...	400	.....	.....	10	125
From N. side of Sydney River to Sydney Forks and Meadow	45	540	80	1470	485	.....	.....	...	.....	.....	.....	3	40
From N. of East Bay to Little Bras d'Or	10	200	2800	70	25	500	50	1250	350	.....	.....	...	150	.....	.....	5	300
From Point Aconi to Little Pond.....	20	400	40	1600	280	.....	.....	...	700	.....	.....	20	120
From Big Pond to N.W. Arm	28	560	56	1400	392	.....	.....	...	750	.....	.....	48	270
From Leitches Creek to Horn's Mills.....	6	120	12	360	84	.....	.....	...	200	.....	.....	10	25
From Boisdale to Christmas Island.....	24	480	48	1700	336	.....	.....	...	.....	.....	.....	5	75
From Grand Narrows to Escasoni.....	32	640	64	1600	448	.....	.....	...	.....	.....	.....	.....	120
Mira Bay	40	1000	90	3347	1400	.....	.....	...	20	.....	.....	210	1200
Main à Dieu	50	2500	110	4630	1600	.....	.....	...	12	.....	.....	250	500
Scatarie	40	1600	120	1000	2000	.....	.....	...	.....	.....	.....	110	550
Gabarus Bay.....	60	5000	180	7200	3800	4500	3375	...	.....	.....	.....	350	740
Kennington Cove...	9	360	20	1000	500	.....	.....	...	.....	.....	.....	140	120
Louisburg	50	2500	150	6050	3025	2000	1500	...	.....	.....	6000	400	600
Big and Little Lorraine.....	63	3960	188	8630	4315	.....	.....	4	500	.....	.....	530	620
Bauline and Grand Mira	28	1200	60	2100	950	.....	.....	...	.....	100	.....	100	120
Big Lake.....	4	240	12	380	160	.....	.....	...	.....	.....	.....	20	40
E. Bay and Big Pond	19	570	33	650	320	.....	.....	...	.....	.....	.....	.....	220
Totals.....	11	210	3100	74	697	24910	1610	54747	24473	6500	4875	36	7170	100	6000	2310	6585

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.														FISH PRODUCTS.			VALUE.	
Herring, smoked in boxes.	Alewives, barrels.	Cod, cwt.	Pollock, cwt.	Hake and Sounde, lbs.	Haddock, cwt.	Hallbut, lbs.	Shad, barrels.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as bait, barrels.	\$	cts.
50	610	3300	29	400	8	2000	2600	33	30	83720	1145	85	630	8,673	25			
25	2170	370	10500	5	550	2300	40	83720	1145	85	630	29,665	75					
5	625	50	6500	2000	1500	7	36288	313	40	159	10,955	90						
5	380	22	3000	400	5000	75	38400	190	40	98	10,152	50						
100	58	90	5	3100	1600	22	45	26	1,531	25								
	1030	1000	14	35	180000	265	82	33,158	75									
35	1450	80	2000	210	10	330	40	7,882	00									
	950	70	550	1000	7	215	26	6,314	25									
5	100	15	3	700	2200	12	30	4	1,087	00								
5	900	500	1800	4	207	25	4,498	55										
	1080	875	1200	13	244	28	5,240	60										
30	1600	400	20	300	1000	891	200	17,389	15									
10	2700	100	22	400	1200	96000	1000	33,375	00									
	5304	50	200	2000	200	300	27,267	00										
	5400	180	800	20	115930	2700	116	49,568	50									
	400	50	100	4	200	4	3,951	00										
	5600	1600	1000	20	50176	2500	200	43,941	40									
5	5830	360	600	300	25	2910	250	36,245	00									
20	800	130	3	400	5	1000	3	5,897	50									
10	200	100	2000	100	2000	100	4	1,445	00									
7	180	300	500	9	7			1,823	00									
Home consumption, \$15,023 ; cod liver oil, at \$1, \$1,800.....																	16,823	00
100	320	36769	550	3342	3841	29650	19	11975	74	22200	249	72	800514	13940	168	2584	356,325	35

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

District.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, barrels.	Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.	
	Vessels.			Boats.			Nets.		Weirs.						
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.					Value.
Colchester.			\$		\$			\$		\$					
Stirling					3	60	3	350	150					20	50
Lower Stewiacke					10	60	10	90	80				1000		
Forrest Glen					5	30	5	60	54				1500		
Middle Stewiacke					3	18	3	20	18				300		
Clifton					3	100	6	400	150				100		
Black Rock					3	140	6	1000	400				250		
Princeport					2	100	4	600	200				150		
Marstown					7	210	14	1750	400				1750		
Little Dyke					6	180	12	1650	380				1500		
Great Village					1	45	2	350	70				500		
Great Village Point					5	150	10	1700	340				1775		
Highland Village					5	150	10	1700	340				1650		
Portauquique					2	60	4	700	140	1	200		750		
Five Houses					4	140	8	1400	280				1500		
Birch Hill					2	35	6	350	70	2	600		500		
Base River					4	120	10	1400	250	1	250		1000		
Little Base River					5	175	12	1750	350	1	200		1250		
Upper Economy					12	360	27	4000	600	3	1200		2400		
Economy Point							8			4	2000				10
Central Economy					3	90	11	900	150	5	2000		75		20
Lower Economy							3			3	300				10
Five Islands					5	150	14		150	6	1200				30
Totals					90	2373	188	20170	4602	26	7950		17850	20	120
Cumberland.															
Tidnish					5	60	14	525	240					90	200
Pugwash and River Phillip	2	60	200	8	10	150	20	280	180				4110	40	25
Wallace					49	1200	80	420	225					10	300
Amherst Shore					8	160	12	400	100					80	600
La Planche River							9	218	218						
Shappan							6	198	198						
Headie								430	300				300		
ale River					3	60	9	150	150		5	250		50	
ocate and Eatonville					9	180	20	450	400						200
cer's Island and Port															
sville					8	200	16	245	200	3	100				250
iboro'					5	100	10	80	70	2	60		400		150
Islands					2	35	4	30	30	2	60		400		40
Totals	2	60	200	8	99	2135	200	3434	2309	7	220	5	5480	320	1815

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.															FISH PRODUCTS.		VALUE.
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Pollock, cwt.	Hake and Sounda, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bas, lbs.	Trout, lbs.	Smelt, lbs.	Mels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.	Fish used as manure, barrels.	
50	10						1		300	8000		10			150		\$ cts.
							2		200								1,112 50
							3		400								226 00
							8										328 00
							12										64 00
	5						10										84 00
							15										146 00
							16										130 00
							18										470 00
							6										428 00
							30										148 00
							15										515 00
							18										450 00
							16			1500							384 00
							50										428 00
							22										500 00
							27										376 00
							98		1200								466 00
75							50										1,320 00
100	25						100		200								458 75
1500	10						10										1,038 25
	130						44		800					60			537 50
																	1,111 50
Home consumption:—Shad, 75,000 lbs., at 4c.; Salmon, 1,600 lbs., at 15c.																	3,249 00
1725	15	165					538		3100	9500		10		60	150		13,981 50
	290						2200			50000			10000		20		7,512 00
	350						12	3330	1400	128000	100	100	98000		215		27,046 80
	225						3			85000	10	50	229200		732		42,676 00
500	80						800		1000	30000	15					150	5,763 00
	8						27										248 00
	16						30										304 00
	20						100										910 00
		29		500	200	200											1,637 00
		120	15	600	150	250											2,502 50
50		300	15		250	350											3,236 00
100		30	10		50	250											1,057 50
60		20			50	100											521 00
																	*315 00
710	989	490	40	1100	700	1150	172	6330	2400	293000	125	150	338200		967	150	93,758 80

* Lobsters, fresh, 9 tons, at \$35 \$315

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.							
	Vessels.				Boats.		Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.				
<i>Colchester.</i>			\$			\$		\$		\$				
Stirling				8	60	3	350	150					20	50
Lower Stewiacke				10	60	10	90	80				1000		
Forrest Glen				5	30	5	80	54				1500		
Middle Stewiacke				3	18	3	20	18				200		
Clifton				3	100	6	400	150				100		
Black Rock				3	140	6	1000	400				250		
Princeport				2	100	4	600	200				150		
Masstown				7	210	14	1750	400				1750		
Little Dyke				6	180	12	1650	380				1500		
Great Village				1	45	2	350	70				500		
Great Village Point				5	150	10	1700	340				1775		
Highland Village				5	150	10	1700	340				1850		
Portaupique				2	60	4	700	140	1	200		750		
Five Houses				4	140	8	1400	280				1500		
Birch Hill				2	35	6	350	70	2	600		500		
Bass River				4	120	10	1400	250	1	250		1000		
Little Bass River				5	175	12	1750	350	1	200		1250		
Upper Economy				12	360	27	4000	800	3	1200		2400		
Economy Point						8			4	2000				10
Central Economy				3	90	11	900	150	5	2000		75		20
Lower Economy						3			3	300				10
Five Islands				5	150	14		150	6	1200				30
Totals				90	2373	188	20170	4602	26	7950		17850	20	120
<i>Cumberland.</i>														
Tidnish				5	60	14	525	240					90	200
Pugwash and River Philip	2	60	200	8	10	150	20	280	180			4110	40	25
Wallace				49	1200	80	420	225					10	300
Amberst Shore				8	160	12	400	100					80	600
La Planche River						9	218	218						
Nappan						6	198	196						
Minudie							430	800				300		
Apple River				3	60	9	150	150			5	250		50
Advocate and Eatonville				9	180	20	450	400						200
Spencer's Island and Port Greville				8	300	16	245	300	3	100				250
Parrsboro'				5	100	10	80	70	2	60		400		150
Two Islands				2	35	4	30	30	2	60		400		40
Totals	2	60	200	8	99	2135	200	3434	2309	7	220	5460	220	1815

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.														FISH PRODUCTS.		VALUE.	
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Pollock, cwt.	Hake and Sounde, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bas, lbs.	Trout, lbs.	Smelt, lbs.	Mels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.		Fish used as manure, barrels.
50	10									8000		10			150		\$ cts.
							1		300								1,112 50
							2		200								216 00
							3		400								328 00
							8										64 00
							12										84 00
							10										146 00
	6						15										130 00
							16										470 00
							18										428 00
							6										148 00
							30										515 00
							15										450 00
							18			1500							384 00
							16										428 00
							50										500 00
							22										376 00
							27										466 00
							98		1200								1,320 00
75							50										468 75
100		25					100		200								1,038 25
1500		10					10										537 50
		130					44		800					60			1,111 50
Home consumption:—Shad, 75,000 lbs., at 4c.; Salmon, 1,600 lbs., at 15c.																	3,240 00
1725	15	165					538		3100	9500		10		60	150		13,961 50
	290						2200			50000			10000		20		7,512 00
	350						12	3330	1400	128000	100	100	990000		215		27,046 80
	225						3			85000	10	50	229200		732		42,676 00
500	80						800	1000	30000	15					150		5,763 00
	8						27										248 00
	16						30										304 00
	20						100										910 00
		29		500	200	200											1,637 00
		120	15	600	150	250											2,502 50
50		300	15		250	350											3,236 00
100		30	10		50	250											1,057 50
60		20			50	100											521 00
																	*315 00
710	989	490	40	1100	700	1150	172	6330	2400	293000	125	150	338200		967	150	93,758 80

* Lobsters, fresh, 9 tons, at \$35 \$315

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.	
	Vessels.				Boats.			Nets.		Weirs.				
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.				Value.
			\$						\$	\$				
Digby.														
Digby	8	320	1600	72	6	300	12	960	450	12	850	.....	200
Broad Cove.....	.....	.....	.....	.....	12	550	24	780	460	.....	.....	.....	500
Guliver's Cove.....	.....	.....	.....	.....	7	300	14	600	440	.....	.....	200	160
Shelving Cove.....	.....	.....	.....	.....	8	340	16	720	450	.....	.....	.....	200
Centreville.....	.....	.....	.....	.....	35	1250	70	925	1040	.....	.....	.....	260
Sandy Cove.....	.....	.....	.....	.....	14	680	28	800	520	1	150	1500	400
Little River.....	.....	.....	.....	.....	47	1440	94	1130	745	.....	.....	.....	1000
Weymouth.....	.....	.....	.....	.....	20	900	40	700	500	1	100	.....	750
Church Point.....	.....	.....	.....	.....	15	620	30	575	500	.....	.....	.....	500
Meteghan	1	35	600	8	7	296	14	206	190	.....	.....	.....	400
Salmon River and Cape														
St. Mary's.....	1	30	500	8	16	750	36	555	440	.....	.....	.....	550
St. Mary's Bay.....	.....	.....	.....	.....	4	100	8	190	190	6	650	.....	50
Westport	28	520	28000	200	45	1700	130	12000	8000	.....	.....	200	600
Freeport	16	320	14000	130	90	3500	270	10000	7000	.....	.....	100	800
Tiverton	3	60	2400	30	52	2100	156	6500	5000	.....	.....	25	200
Totals.....	55	1285	42100	448	378	14726	942	36615	25925	20	1750	1700	6570	

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.											FISH PRODUCTS.			VALUE.		
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounde, barrels.	Pollock, cwt.	Hake and Sounde, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Trout, lbs.	Smelt, lbs.	Lobs , cans.	Fish Oil, gallons.	Fish used as bait.	Fish used as manure, barrels.	\$	cts.
750	...	3000	.....	340	2000	5500	200000	.....	1000	1500	24624	6000	1500	1200	58,021	10
.....	450	.....	75	500	1800	3000	.....	.....	.....	.....	1000	600	700	12,775	00
.....	350	.....	100	360	1800	3000	.....	.....	.....	.....	400	350	400	9,467	50
.....	420	.....	145	550	1800	2500	.....	.....	.....	.....	720	395	50	10,980	50
.....	2580	.....	675	1150	6520	3500	.....	.....	.....	.....	3100	1260	760	42,202	50
.....	800	.....	550	700	3400	3000	.....	.....	.....	.....	1000	720	700	21,755	00
.....	3500	.....	580	1510	5015	1200	.....	.....	.....	.....	3900	1300	800	44,139	50
.....	400	.....	580	375	1600	650	.....	.....	.....	.....	1500	1000	600	23,069	00
.....	400	.....	450	350	1560	650	.....	.....	.....	.....	1200	900	580	13,084	00
.....	450	.....	200	160	780	3500	.....	.....	.....	.....	1000	800	680	9,102	50
.....	3390	.....	1750	390	1650	13560	.....	.....	.....	.....	2500	1200	550	32,811	10
.....	110	.....	.....	.....	180	200	300	3,034	00
.....	25000	25	15000	1000	20000	60000	.....	.....	.....	24000	45000	4000	400	274,975	00
.....	20000	20	10000	800	15000	30000	.....	.....	.....	.....	28000	3000	600	200,940	00
.....	3000	.....	2000	400	3000	1500	.....	.....	.....	25000	7000	800	.....	40,890	00
.....	*83,970	00
750	30	63740	45	32405	10245	69225	326060	110	1000	1500	73624	102380	18055	8300	881,196	70

*Home Consumption \$33,720 00
 Lobsters shipped fresh to United States and elsewhere, 750 tons,
 at \$35 26,250 00
 Haddock shipped fresh to United States and elsewhere 500,000
 lbs., at 4c 20,000 00
 Finnan Haddies, 100,000 lbs., at 4c. 4,000 00
 \$83,970 00

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.									
	Vessels.				Boats.		Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.						
<i>Guysborough.</i>			\$			\$		\$		\$						
East Side Beckerton, Fisherman's and Country Harbors .	1	18	150	4	37	1700	72	3200	1600	...	...	...	...	...	...	160
Isaac's, Island, Seal and Ooddle's Har- bors	4	264	17200	54	113	3790	150	9120	4560	2	700	...	600	...	2088	504
New Harbor .....	...	...	...	...	70	2880	90	8400	4200	...	...	3	...	...	...	360
Tor Bay Point	2	37	1100	9	17	820	32	4800	2400	...	...	...	...	...	...	200
Larry River	2	45	1200	12	62	1805	75	10000	5000	...	...	...	...	...	...	750
Charlo's Cove .....	...	...	...	...	30	696	60	4800	2400	...	...	...	...	...	...	420
Cole Harbor.....	...	...	...	...	22	770	44	6600	3300	2	600	...	...	...	...	440
Point Felix .....	...	...	...	...	71	1070	100	11440	5720	...	...	1	...	...	...	900
West Head and Rasp- berry	1	20	1000	6	105	2475	120	24000	12000	...	...	5	...	...	...	3000
Dover to Canso.....	3	302	12000	54	170	6800	340	34000	17000	28	12000	100	...	...	...	6200
South Bay Shore.....	1	29	1000	4	140	1680	280	42000	21000	25	3750	46	...	...	...	4200
Guysboro'	5	377	20200	68	80	1600	104	16000	8000	9	1350	41	...	...	...	1200
North Shore .....	...	...	...	...	144	2880	192	28800	14400	3	150	6	...	...	...	2880
Strait of Canso	6	244	5500	45	126	2700	176	35200	17600	4	1000	...	...	...	...	2000
St. Mary's Bay	1	32	1000	3	24	600	35	2300	840	...	...	...	9000	500	200	3
Gegogan Harbor .....	...	...	...	...	12	200	20	1200	400	...	...	...	...	400	...	2
Wine Harbor	3	52	2200	10	30	500	60	2500	1200	...	...	...	2000	500	...	5
Port Beckerton .....	...	...	...	...	40	900	90	3200	1100	...	...	...	200	100	250	40
Holland's Harbor ...	...	...	...	...	11	220	22	900	250	...	...	...	...	200	...	5
Port Hillford	3	225	6000	20	42	850	80	5500	1700	...	...	...	...	...	...	10
Liscomb's and Span- ish Bay.....	1	38	1000	4	80	1600	160	2500	1000	...	...	...	350	...	...	60
Marie Joseph .....	...	...	...	...	55	1100	130	5500	2200	...	...	...	200	250	...	110
Ecum Secum .....	...	...	...	...	40	800	90	3200	1300	...	...	4	500	400	...	50
St. Mary's River and Lakes	2	91	2500	8	25	360	30	2580	1100	...	...	130	15000	2000	200	2
Head of Country River .....	...	...	...	...	6	70	6	180	75	...	...	...	1200	...	...	...
Totals.....	35	1769	72050	301	1552	38806	2558	267920	130345	73	19550	336	28950	4350	2738	23501

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.														FISH PRODUCTS.				VALU.	
Mackerel, in cans.	Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues & Sounds, brls.	Pollock, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bas, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	E-ls, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as bait, barrels.		Fish used as manure, barrels.
.....	160	16	400	...	...	16	6500	...	...	1000	.....	1000	10	.....	160	...	100	...	4,864 00
.....	441	47	7050	...	...	114	18000	...	...	1000	.....	2000	5	284544	1070	...	100	...	82,733 20
.....	360	30	2100	...	...	156	3000	...	...	1600	.....	2000	8	.....	700	...	100	...	15,687 00
.....	200	8	640	2	...	48	2400	...	...	1000	.....	.....	3	.....	320	...	90	...	6,263 00
.....	500	25	2000	...	...	250	2400	...	...	1600	.....	.....	8	.....	1000	...	150	...	20,024 00
.....	180	25	840	...	...	120	.....	...	...	.....	.....	.....	5	.....	210	...	150	...	9,341 50
.....	330	88	680	...	...	170	.....	...	...	1000	.....	.....	3	.....	170	...	50	...	9,804 50
.....	360	54	760	...	...	360	1800	...	...	.....	.....	.....	15	.....	130	...	380	...	15,871 50
.....	1200	360	2400	...	...	1200	1200	...	...	.....	.....	.....	10	164160	1200	...	600	150	76,731 00
9600	1325	80	19750	...	100	3315	9500	...	...	2000	2570	600	20	271200	4700	180	1550	100	224,531 00
.....	1120	10	2100	...	...	700	.....	...	...	.....	150	.....	5	45600	700	...	700	...	68,803 00
.....	400	50	6706	...	...	200	9550	...	...	600	.....	1000	10	.....	1676	...	50	...	45,633 90
.....	2880	288	720	...	...	720	.....	...	...	800	.....	1000	25	.....	380	...	100	100	47,877 00
.....	2036	100	800	...	...	100	.....	...	...	.....	.....	.....	.....	54000	260	...	100	100	40,674 00
.....	60	2	425	...	...	40	1000	...	...	.....	10	.....	3	61392	260	...	20	...	13,689 05
.....	15	2	200	...	...	25	400	...	...	.....	5	.....	.....	.....	120	...	10	...	1,237 50
.....	200	4	800	...	...	20	1500	...	...	200	20	.....	.....	.....	420	...	100	...	5,391 00
.....	120	.....	480	...	...	50	1200	1	...	800	.....	100	4	105600	256	...	30	...	19,407 50
.....	50	.....	200	...	...	10	300	...	...	100	.....	5000	1	.....	100	...	40	...	1,613 00
.....	3000	30	520	...	...	10	1200	2	...	1500	20	2000	...	.....	300	...	100	...	15,208 00
.....	560	90	3300	...	...	206	2000	1	100	1000	.....	2000	10	82416	1500	...	40	...	31,756 40
.....	110	18	1895	5	...	90	2500	...	...	100	60	.....	9	110832	900	...	70	...	27,850 55
.....	40	20	1080	4	...	80	2000	1	...	3000	50	800	12	.....	600	...	90	...	7,034 00
.....	640	18	30	...	...	.....	.....	5	100	15000	.....	10000	4	.....	16	...	30	...	10,181 90
.....	.....	20	.....	...	...	.....	.....	.....	.....	500	.....	.....	.....	.....	.....	.....	.....	.....	350 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*10,400 00
9600	16287	1322	55876	11	100	8008	67400	10	200	32200	2885	27500	167	1179744	17062	180	4750	450	812,957 50

* Home Consumption, St. Mary's District.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.							
	Vessels.				Boats.		Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.				
Halifax.			\$			\$		\$		\$				
North Shore.....	3	75	2400	18	186	5589	175	9400	2820	50	10000	.....	3100	.....
East St. Margaret's Bay	4	80	3200	24	160	4800	170	10500	3150	66	13200	.....	.....	.....
Indian Harbor.....	4	100	3200	24	130	3900	105	4000	1200	34	6800	.....	2100	.....
Peggy's Cove.....	.....	.....	.....	.....	96	2820	98	15500	4650	62	12400	.....	3000	.....
Dover.....	6	120	4800	36	97	2910	114	14000	4200	42	8400	.....	4000	.....
Prospect.....	8	75	2400	18	375	8250	330	56000	16900	87	17400	.....	6000	.....
Terrence Bay.....	7	140	5600	42	130	3900	120	12500	3750	32	6400	.....	.....	.....
Pennent.....	.....	.....	.....	.....	86	3440	98	6300	1890	8	1600	.....	100	.....
Sambro.....	.....	.....	.....	.....	156	6240	150	4800	1440	3	600	.....	.....	.....
Ketch Harbor.....	5	100	3000	24	134	4020	120	6000	1800	10	2000	.....	700	.....
Portuguese Cove.....	.....	.....	.....	.....	87	1700	96	35500	10850	17	3400	.....	17250	.....
Herring Cove.....	13	340	10500	78	125	2500	110	12000	3600	38	7800	.....	500	.....
Ferguson's Cove.....	2	50	1200	12	70	1400	86	4600	1380	30	6000	.....	.....	.....
Bedford.....	.....	.....	.....	.....	15	300	25	1600	480	3	600	.....	1500	.....
Halifax.....	3	270	10500	42	.....	.....	.....	.....	.....	.....	1560	.....	.....	.....
Ecum Secum to Beaver Harbor.....	.....	.....	.....	.....	132	1891	78	1925	509	.....	.....	.....	600	.....
Sober Island and Sheet Harbor.....	.....	.....	.....	.....	58	859	53	3225	926	.....	.....	.....	120	.....
Mushabon Bay to Pope's Harbor.....	4	149	2000	29	90	2073	118	13020	3406	.....	.....	.....	.....	.....
Tangier to Ship Harbor	2	42	880	13	90	2068	62	10480	2591	.....	.....	.....	.....	.....
Owl's Head, Little and Clam Harbor.....	1	14	300	6	71	1402	81	5920	1404	1	400	.....	.....	.....
Quoddy, East and West Jeddore.....	5	123	1930	34	129	1937	108	5555	1397	1	1200	.....	860	.....
Musquodoboit Harbor to East Chezzetcook.....	1	17	400	7	126	2966	103	7555	1918	.....	.....	.....	890	690
West Chezzetcook to Lawrencetown.....	9	207	3950	64	200	2644	245	20575	5086	.....	.....	.....	442	.....
Cow Bay to Devil's Island.....	.....	.....	.....	.....	90	1733	93	6600	1728	.....	.....	.....	3507	.....
Totals.....	72	1902	56260	471	2633	69438	2738	267555	66775	484	98200	1560	43949	1320

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.														FISH PRODUCTS.		VALU.	
Salmon, in cans, lbs.	Mackerel, barrels.	Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Scales, barrels.	Pollock, cwt.	Hake and Scales, lbs.	Haddock, cwt.	Halibut, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.	\$	cts.
.....	820	350	25	50	7	.....	.....	.....	.....	.....	.....	20	.....	15	50	10,821	25
.....	450	2050	.....	2545	51	.....	.....	.....	.....	.....	.....	.....	.....	1530	258	25,123	75
.....	720	220	.....	3230	65	500	500	.....	.....	.....	.....	.....	70000	1950	430	37,130	00
.....	525	208	.....	208	4	.....	.....	.....	.....	.....	.....	.....	.....	120	22	7,685	50
.....	2815	2135	.....	825	17	1200	1200	.....	.....	.....	.....	.....	.....	510	210	47,016	75
.....	3225	1525	.....	3525	81	.....	.....	250	.....	.....	.....	.....	98500	2430	351	72,878	75
.....	1210	1820	.....	6152	123	808	800	.....	.....	.....	.....	.....	.....	3490	720	52,305	50
.....	265	1115	25	2830	57	100	100	.....	.....	.....	.....	.....	.....	1710	281	21,499	00
.....	100	250	.....	4525	90	.....	.....	55	.....	.....	.....	.....	110000	2700	485	40,793	75
.....	310	1230	15	1465	30	458	458	.....	.....	.....	.....	.....	.....	900	190	17,483	25
.....	1500	1125	.....	230	5	.....	.....	.....	.....	.....	.....	.....	.....	150	25	24,085	00
.....	1256	325	.....	4520	91	.....	.....	.....	272000	.....	.....	.....	.....	2730	451	52,352	50
.....	720	210	.....	330	7	.....	.....	.....	20000	.....	.....	.....	31344	210	30	15,559	60
.....	100	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,700	00
.....	.....	15000	.....	5250	100	.....	.....	.....	.....	.....	.....	.....	.....	16000	.....	121,492	50
468	13	12	3	1958	1	.....	.....	58	400	680	468	.....	560640	389	73	89,824	83
3199	4	20	9	353	.....	.....	.....	21	700	980	.....	4	129360	105	27	22,029	60
.....	405	286	.....	1417	4	.....	.....	139	1843	250	.....	.....	216000	605	115	44,764	58
.....	405	97	153	2005	3	.....	.....	88	1968	960	.....	.....	67200	759	141	24,780	16
574	211	157	2	617	1	.....	.....	41	550	60	.....	4	235200	224	26	41,157	75
202	178	368	151	2493	3	.....	.....	120	1310	.....	.....	22	3360	921	148	16,631	90
1000	145	114	61	2161	2	.....	.....	158	617	2775	4500	29	84000	879	149	26,458	12
.....	347	315	212	3888	2	.....	.....	108	1150	1980	23300	11	.....	1208	273	25,322	25
.....	147	538	2	1436	1	.....	.....	233	1224	700	800	6	.....	484	106	11,894	94
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*39,500	00
5443	15871	29360	659	51111	745	3056	3056	1271	301760	8265	29168	96	1603604	40216	4559	904,301	23

*Sold fresh in Halifax Markets.

†500 barrels of clams, at \$5. \$2,500 00

130,000 lbs. of herring bait, at 4c. 5,200 00

Home consumption, East Halifax 7,000 00

\$14,700 00

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.			FISHING MATERIAL.				Salmon, fresh, in cans, lbs.	Herring, barrels.
	Boats.			Nets.		Weirs.			
	No.	Value.	Men.	Fathoms.	Value.	No.	Value.		
<i>Hants.</i>		\$			\$		\$		
Shubenacadie River and Maitland	32	750	38	2300	700	.....	.....	1800	.....
Selmah.....	3	125	6	1000	240	.....	.....	250	.....
Noel.....	3	140	8	1200	250	1	200	700	.....
Burnt Coat.....	1	50	2	300	90	.....	.....	60	.....
Mose Brook	1	55	2	210	75	.....	.....	50	.....
Tennicape.....	6	280	12	2200	360	.....	.....	400	.....
Walton.....	11	865	22	3300	560	1	50	350	.....
West Hants.....	18	400	20	4000	1200	15	1000	600	500
Grand Lake to Shuben- acadie Station	120	480	120	1210	582	.....	.....	4620	.....
Totals.....	195	2625	228	15720	4057	17	1250	8830	500

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KIND OF FISH.										FISH PRODUCTS.			VALUE.
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	TROUT, lbs.	Smelt, lbs.	Salmon, barrels.	Fish Oil, gallons.	Fish Roe, barrels.	Fish Guano, tons.	
	100				25				20	5			\$ cts.
					15								1,193 25
					45								170 00
					10								500 00
					5								92 00
					55								74 00
					25								520 00
600	1500	100	300	500			200	1000	10				370 00
													13,175 00
	382				12	3420							4,633 20
													*3,298 80
600	952	1500	100	300	695	3420	200	1000	40	5			23,926 25

* Home Consumption (Maitland District)—

Salmon,	3,000 lbs.,	at 15c.....	\$ 450 00
Herring,	500 do	4c.....	20 00
Alewives,	21,040 do	4c.....	841 60
Cod,	1,140 do	4c.....	45 60
Shad,	48,000 do	4c.....	1,920 00
Bass,	540 do	4c.....	21 60
			<u>\$3,293 80</u>

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.								
	Vessels.			Boats.			Nets.		Weirs.						
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.
Inverness.			\$			\$			\$		\$				
Port Hawkesbury.....	9	398	18000	110	20	300	70	16000	4000	...	...	240	...	...	10000
Port Hastings	25	600	80	14000	3500	...	...	40	...	...	120
Low Point.....	12	110	25	800	300	...	...	...	...	...	50
Oreignish	20	180	40	14000	400	...	...	12	...	...	60
Long Point.....	20	200	60	1600	800	...	...	...	...	...	100
Judique	40	250	70	2500	1000	...	...	...	...	...	20
Little Judique	50	600	160	5000	3000	...	...	...	...	...	200
Port Hood.....	1	10	200	4	160	6000	500	30000	8000	...	...	4	...	...	1500
Mabou.....	60	1000	180	3000	1400	...	...	20	1000	800	120
Whycocomagh.....	12	120	25	800	200	...	...	...	...	...	...
Boom	15	200	30	800	400	...	...	...	...	...	...
Malagawatch	1	15	200	3	30	300	60	3000	1600	...	...	...	...	...	...
Basin, River Dennis.	13	130	25	600	350	...	...	...	...	...	...
River Dennis	2	4	8	...	...	...	...	...	...	...	...
North Mountain	32	340	60	2250	1250	...	...	...	...	...	...
West Bay	10	120	20	400	400	...	...	...	...	...	...
Eastern Harbor.....	1	15	280	6	91	7080	273	2787	1489	...	...	65	...	...	225
Black Rock	20	400	50	500	200	...	...	...	...	...	60
Cheticamp Point.....	1	13	250	5	40	1600	120	1200	600	...	...	25	...	...	14
Mill Brook.....	6	250	18	310	400	...	...	...	...	...	19
Big Pond.....	25	1000	73	1000	500	...	...	...	...	...	100
Shump's Cove	3	150	9	100	100	...	...	...	...	...	8
Friar Head	7	250	21	300	500	...	...	...	...	...	30
Doucet's Cove	7	230	21	300	450	...	...	...	...	...	25
Pleasant Bay	21	400	60	540	250	...	...	...	...	...	120
N. E. Margaree	900	...	...	...
Delaney's Cove.....	8	320	26	640	400	...	...	...	...	...	28
Doucet's Cove.....	9	440	29	800	900	...	...	1200	...	...	30
East Margaree.....	24	1600	79	2400	4000	...	...	1600	...	...	120
West Margaree	2	27	1200	12	6	400	20	1400	1600	...	...	85740	...	...	40
Margaree Forks.....	1000	...	...	16
Margaree River.....	80	700	...	...	...	...
Margaree Island	20	400	50	400	240	...	...	...	...	...	240
Broad Cove Marsh...	14	300	40	300	240	...	...	...	...	...	280
Port Bain	10	190	30	280	280	...	...	...	...	...	40
Broad Cove Shore	12	150	28	460	300	...	...	...	...	...	80
Coal Mines.....	4	120	10	120	160	...	...	...	...	...	5
Lake Outlet and Loch Bain.....	5	30	10	160	50	...	...	...	...	...	...
Trout River.....
Totals	15	478	20180	140	832	25774	2332	109807	39250	80	700	406	41440	800	13664

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.		VALU.
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Scales, barrels.	Hake and Scales, lbs.	Haddock, cwt.	Halibut, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.	
															\$ cts.
2000	400	2000	20	5000	400	1000	40	1000	40	1000	40	1000	2000	50	130,950 00
200		200	10	5000	100	1000		2000	40				1000	20	10,200 00
200		80			20									10	1,733 00
200		120			30									10	2,267 00
200		200			40	1000	20	5000	10				100	20	3,405 00
400		120			20	2000	10	8000	20			67200	100	30	13,505 00
2000		600		5000	400	1000	20	4000	20				200	30	19,670 00
2000		4000		6000	400	1000	80	2000	10	78864			2000	100	61,211 60
120		1000		3000	200	500	10	2000	10	10	28000		1000	100	15,810 00
140		400			1080	6000		6000	60	400			100	10	8,575 00
400		400				1000		3000	80	200			100	5	4,930 00
800		400				2000		1000	100	80			100		6,235 00
160		320				1000		3000	60	100			100		3,145 00
						3000		2000							300 00
400		400				1000		1500	40				100	10	3,885 00
200		300				1000			20				80	10	2,377 00
		11306			740							23520	5510		61,144 50
		1200			300								600		7,140 00
15		5000			20								4200		24,700 00
33		300			22								200		1,804 00
200		2000			100								1800		11,820 00
20		100			10								70		685 50
80		450			20								300		2,797 50
70		400			15								270		2,458 00
25		200			23								200		2,460 50
						1200									252 00
160		400			40	400							200	11	2,925 00
180		520			48	800							240	14	3,856 00
570	20	2200			300	640	800			12			820	45	14,702 40
300	80	3200			284	2000	400			10	12336		1400	24	26,680 40
	94	80					1000			6			184		1,249 60
	231						800			20					1,164 00
280		200			40	140							212	28	4,684 20
190		190			38	220						10800	108	24	8,227 90
180		100			20								195	10	1,751 75
240	4	120			24								204	14	2,616 60
30		40			12							10080	26	8	1,915 00
	80						640		48						790 40
							12100								726 00
11793	912	38740	30	24000	7646	4200	39140	160	38500	608	790	225800	23773	683	471,629 85

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				
	Vessels.				Boats.		Nets.		Weirs.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.	
<i>King's.</i>			\$			\$		\$		\$	
Barter's Harbor and Black Hole.....					12	240	16	380	240	2	300
Hall's Harbor.....	3	24	650	8	20	400	30	800	640	4	800
Oldman Brook.....					3	60	7	80	80		
Black Rock.....					6	120	12	200	200	4	600
Harberville.....	1	15	300	3	4	80	8	120	120	5	750
Morden.....					2	40	4	100	100	2	300
Medford.....								726	300	3	450
Bromidon.....								330	165	7	900
Wingsport.....								450	200	1	150
Scot's Bay.....								1838	1180	5	350
Long Island.....								880	352	1	150
Little Island.....								600	244	1	125
Bont Island.....								900	360	1	150
Town Plot.....								2390	1076	5	425
Gaspereau.....					14	220	16	1800	300		
Aylmford.....					7	140	7	1200	200		
Bentville.....											
Totals.....	4	39	950	11	68	1300	100	13124	5777	41	5450

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.			VALUE.
Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Pollock, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Fish Oil, gallons.	Fish used as bait, barrels.	Fish used as manure, barrels.	\$ cts.
1500		250			115	25	100	1200					100	70	250	2,558 25
14000	10	600			250	150	200	1000	5				1150	100	1000	9,035 00
		75			50	10	35	500					60	10	25	761 50
2000		300	250		75	5	20						60	10	200	2,217 75
2500		600	300		80	10	25	600					60	12	500	3,689 50
1000		500	250		50	15	10						50	10	200	2,705 00
		15	300		5				7						20	222 25
		25	250		10				5						50	270 00
									12							98 00
			1000		25				290						200	2,778 25
									36							289 00
									35							280 00
		10							70						10	605 00
									265							2,120 00
300				450					10	1000	6000	8				2,432 00
2650										500						560 00
											1000					60 00
23950	10	2375	2350	450	640	215	390	3300	735	1500	7000	8	1480	212	2455	32,136 50

• Home Consumption:—

Salmon,	2,000 lbs.,	at 20c.	\$400.
Mackerel,	1,000 do	5c.	50.
Herring,	12,500 do	4c.	500.
Cod,	4,000 do	4c.	160.
Haddock,	3,000 do	4c.	120.
Halibut,	500 do	6c.	30.
Shad,	5,000 do	4c.	200.
			<u>\$1,460</u>

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.							FISHING MATERIAL.						
	Vessels.				Boats.			Nets.		Weirs.		Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Mackerel, barrels.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.			
<i>Lunenburg.</i>			\$			\$			\$	\$				
Chester	1	64	2000	11	58	1110	70	4255	1280	1	800	11640	370	458
Martin's River.....	1	89	4000	18	28	685	48	1050	680	.....	.....	640	80	100
Fox Point.....	1	24	500	7	54	908	80	4445	1475	.....	.....	980	.....	686
Mill Cove.....	.....	.....	.....	.....	58	1178	65	7040	2414	.....	.....	1100	.....	1120
Lodge .....	.....	.....	.....	.....	22	330	40	2500	1090	.....	.....	215	.....	257
North-West Cove.....	.....	.....	.....	.....	47	1235	57	4275	1315	.....	.....	1145	.....	789
Aspotogen .....	.....	.....	.....	.....	25	520	29	1950	880	1	1000	245	.....	152
Sandy Beach .....	.....	.....	.....	.....	40	995	51	4850	1375	.....	.....	550	.....	266
Blandford .....	.....	.....	.....	.....	74	1765	72	6875	2190	.....	.....	580	50	687
Little Tancook.....	.....	.....	.....	.....	23	995	44	3710	1395	.....	.....	110	.....	224
Big Tancook .....	.....	.....	.....	.....	143	5663	195	21970	7105	.....	.....	620	.....	1038
Deep Cove .....	.....	.....	.....	.....	20	320	29	2375	690	.....	.....	408	40	108
Lunenburg to Cross Island	80	4000	288482	914	260	3500	535	12000	9000	.....	.....	1000	500	5000
Mahone Bay to Martin's River Island	80	1720	75314	320	210	2500	400	2800	1800	.....	.....	800	250	1000
LaHave River to Iron- bound Island.....	34	2064	98075	280	400	3500	500	8000	6000	.....	.....	600	300	2000
LaHave River to La- Have Islands.....	39	1940	91805	440	350	3500	560	12000	10000	.....	.....	400	200	2500
Totals	188	9990	559976	2012	1818	28681	2763	99695	48669	2	1800	20510	1790	16365

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH													FISH PRODUCTS.				VALUE.	
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, brls.	Pollock, cwt.	Hake and Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Eels, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as bait, barrels.	Fish used as manure, barrels.	\$	cts.
1126	156	2460		200				735	60	575	11	210000	137		40		55,311	65
98	79	2308	20				440	400	16	350	10		1512		40		13,049	20
255	8	200	2	250	730	50	1000	250	26		6		1100		58		11,754	00
850	2	540						10	28	100	2		76		9		17,318	00
163		340							7				43		11		4,776	95
122		220							30				148		20		9,778	20
139		84							3			57500	45		9		11,157	25
154		102							7		2		83		12		3,931	45
576	5	2500	5	8	300	2000	60	89	13		2		1199		50		21,434	95
352		658		100	100	100	100		13				254		48		7,537	60
1718	31	4400					479		34			57600	950		75		45,697	24
139	2	62						62	10		8		20		7		2,132	22
11000	56	110000	100	8000	300	25000	80000	2000	250	3000	100	15000	75000	100	1200	1000	739,700	00
7500	20	20000	25	2200	20	7500	30000	2000		2000	40		18000	30	400	300	174,435	00
10000	36	25600	30	3500	20	9000	35000	1400	100	1500	80		20000	40	600	400	228,324	00
15000	40	40000	40	4500	35	10000	40900	1800	150	4000	85	20000	50000	70	1000	800	348,408	00
																	*3,851	50
49192	423	208874	222	18758	1505	51650	189019	8717	823	11525	346	360100	168567	240	3379	2500	1,698,597	21

*Home Consumption (Eastern district) :—

Salmon, fresh,	1,050 lbs.,	at 15c	\$ 157 50
Cod	do 15,000	do 4c	600 00
Herring	do 50,000	do 4c	2,000 00
Alewives	do 10,500	do 4c	420 00
Lobsters	do 8,000	do 4c	320 00
Trout	do 3,000	do 6c	180 00
Hake	do 600	do 4c	24 00
Scallops	do 300 doz.,	at 50c	150 00

\$ 3,851 50

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in,

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.			
	Vessels,				Boats,		Nets,		Weirs,	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.
<i>Pictou.</i>			\$			\$		\$		\$
Pictou Island	37	740	111	875	480					
Chance Harbor	15	300	30	1600	1750					
Little Harbor	14	280	30	1500	1600					
Big Island	28	560	80	2300	2200					
North Beach	4	80	8	640	600					
Ponds	13	160	20	1400	1400					
Lismore	10	200	25	1100	1100					
Marigonish										
West Pictou	3	110	1350	15	110	2500	240	600	400	
Totals	8	110	1350	15	236	4820	544	10015	8490	

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.										FISH PRODUCTS.			VALU.
Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.	Cod, cwt.	Pollock, cwt.	Hake and Sounda, lbs.	Haddock, cwt.	Smelt, lbs.	Eels, barrels.	Lobsters, cans.	Fish Oil, galls.	Fish used as bait, barrels.	Fish used as manure, barrels.	
	200	495	220						186740	300	900		\$ cts.
11000	60	300	100	70	70		14			150			34,021 00
13500	55	500	80	75	75		13			130			4,963 50
20000	35	30	17	65	60		15	29000		70	400		6,119 00
7000													9,780 25
13000	15	30	20	90	90		3000	80		160			1,400 00
8400	13	10		85	80		3000	5		80			4,085 00
								400					2,504 50
	80	1200	110		80	60	20000	4	428000	300	400	4500	3,600 00
													74,638 50
													*19,370 00
72900	458	2565	547	385	455	60	25000	511	843740	1130	1700	4500	160,471 75

* Home Consumption :—

Salmon,	20,680 lbs.,	at \$ 0.15.....	\$3,075
Mackerel,	210 bbla.,	10.00.....	2,100
Hake,	800 cwt.,	3.50.....	2,800
Herring,	900 bbla.,	4.00.....	3,600
Cod,	1,700 cwt.,	4.25.....	7,225
Alewives,	6,000 lbs.,	0.04.....	240
Smelts,	2,500 lbs.,	0.06.....	150
Eels,	20 bbla.,	9.00.....	180
			<u>\$19,370</u>

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Mackerel, barrels.	
	Vessels.			Boats.			Nets.		Weirs.					
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.				Value.
Queen's.			\$			\$			\$		\$			
Mill Village				58	400	54	1458		675			5125	170	.....
Port Medway	9	634	35700	119	87	1375	93	3850	1745			14450	350	1082
Ponhook				10	100	25	180		110			2430	70	
Liverpool	5	219	18200	48	16	370	25	702	322			3684		158
Port Mouton	4	66	1150	16	164	3870	164	4600	4250					250
Brooklyn	3	281	22000	50	22	500	26	1872	728			1344		10
Port Joli				32	780	48	186		80					
Port Lebert	3	54	800	12	8	58	8							
Somerville				12	240	12	160		80					10
Hunt's Point				25	450	40	1440		800					15
White Point				7	105	14	656		456					20
Beach Meadows				11	175	13	360		180			300		1
Coffin Island				19	280	21	738		328			40		5
Eagle Head				14	238	21	590		213			1040		4
Blueberry				18	250	19	1240		430					4
Pudding Pan				14	181	24	750		300			848		
West Head				31	414	39	2034		790					20
Moose Harbor				5	70	5	288		120			50		3
Black Point				14	230	11	360		140			25		6
Milton				7	90	18	234		68			6420		
Gull Island				6	80	12	228		60					
Eastern Head				11	125	16	560		161			200		8
Totals	24	1254	77850	245	589	10379	706	22436	12036			35954	590	1596

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.											FISH PRODUCTS.			VALU.	
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels	Pollock, cwt.	Haddock, cwt.	Halibut, lbs.	Trout, lbs.	Squid, lbs.	Smelt, lbs.	Eels, lbs.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.	Fish used as manure, barrels.	\$ cts.
.....	1850	.....	.....	.....	.....	.....	1125	.....	18250	14	.....	.....	.....	.....	9,747 50
18	1130	13870	16	.....	400	5175	.....	.....	.....	38	67200	5680	.....	.....	93,256 00
.....	525	.....	.....	.....	.....	.....	1250	.....	.....	11	.....	.....	.....	.....	2,774 00
491	16	7568	10	.....	50	.....	.....	10	.....	.....	.....	1068	10	20	37,512 00
1250	10	2000	8	.....	100	2000	400	150	.....	10	102180	1860	50	25	33,875 50
48	26	7595	15	2	55	200	.....	25	.....	2	.....	1293	30	235	34,368 00
10	30	210	4	.....	10	200	500	20	2000	30	.....	196	25	.....	1,779 90
.....	.....	60	.....	.....	14	.....	500	.....	1000	10	.....	50	12	.....	528 50
2	.....	100	.....	.....	30	260	100	20	.....	19	.....	70	35	40	1,001 10
25	.....	290	4	.....	12	200	100	40	.....	6	.....	200	40	100	2,004 50
12	.....	50	.....	.....	18	700	190	10	.....	.....	.....	20	10	15	647 40
20	.....	62	1	.....	5	75	.....	13	.....	.....	.....	44	6	10	531 10
40	.....	136	1	.....	10	200	.....	40	.....	.....	.....	98	60	20	1,143 70
36	.....	40	.....	.....	9	.....	.....	.....	.....	.....	.....	20	8	.....	614 50
14	.....	96	.....	.....	8	.....	.....	.....	.....	.....	.....	40	6	.....	564 00
18	.....	11	.....	.....	7	.....	.....	.....	.....	.....	48400	10	.....	.....	318 95
118	.....	811	3	.....	104	1300	.....	35	.....	.....	.....	498	117	435	5,619 95
34	.....	29	.....	.....	11	90	.....	10	.....	.....	.....	29	10	14	419 60
25	.....	46	.....	.....	10	.....	.....	7	.....	.....	.....	25	6	15	7,713 25
.....	30	.....	.....	.....	.....	.....	400	.....	.....	.....	.....	.....	.....	.....	1,428 00
10	.....	25	.....	.....	15	50	.....	2	.....	.....	.....	20	3	5	228 25
40	.....	50	.....	.....	9	.....	.....	10	.....	.....	.....	22	3	.....	586 30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*13,595 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	† 2,350 00
2212	3617	33049	62	2	877	10450	4565	452	21250	140	217760	11243	426	934	252,607 65

*Home Consumption :—

Cod, 1,491 quintals, at \$4.25 ; Herring, 825 brls., at \$4	\$ 9,636 75
Halibut, 9,800 lbs., at 6c. ; Salmon, 3,720 lbs., at 20c.	1,332 00
Mackerel, 68 brls., at \$10 ; Haddock, 419 quintals, at \$3.50	2,148 50
Lobsters, 6,000 lbs., at 4c. ; Olams, 25 brls., at \$4	340 00
Alewives, 25 brls., at \$4 ; Tongues and Sounds, 1,000 lbs., at 4c.	140 00

\$13,595 25

† Olams sold for bait, 470 brls., at \$5

\$ 2,350 00

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.			
	Vessels.				Boats.		Nets.		Weirs.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.
<i>Richmond.</i>			\$			\$		\$		\$
Aricbat.....	2	80	1200	20	80	800	120	40000	5000	.....
Aricbat, West.....	2	80	1200	20	80	1000	140	30000	4000	.....
Petit de Grat.....	.....	.....	.....	.....	90	950	180	70000	8000	.....
Cape Au Guet.....	.....	.....	.....	.....	50	700	100	40000	6000	.....
Port Royal.....	1	20	600	6	12	400	24	20000	3000	.....
D'Escousse.....	17	700	17000	280	30	150	60	50000	7000	.....
Polimand.....	3	120	3730	30	10	100	20	1000	5000	.....
Port Richmond.....	4	160	3800	40	5	100	10	900	400	.....
Cape Le Rond.....	.....	.....	.....	.....	20	800	40	4000	2000	.....
Rocky Bay.....	.....	.....	.....	.....	40	800	80	8000	4000	.....
Little Anse.....	.....	.....	.....	.....	50	800	100	8000	4000	.....
Gros Nez.....	.....	.....	.....	.....	60	900	100	8000	4000	.....
River Inhabitants.....	3	120	1900	18	10	200	20	9000	5000	.....
Black River.....	.....	.....	.....	.....	10	200	20	900	400	.....
Lower D'Escousse.....	3	120	1900	18	40	200	80	1000	500	.....
Martinique and Lennox Passage.....	.....	.....	.....	.....	12	400	24	1000	500	.....
Fourchu.....	.....	.....	.....	.....	45	1125	105	4500	1350	.....
Framboise.....	.....	.....	.....	.....	8	160	18	1280	384	.....
St. Esprit.....	.....	.....	.....	.....	11	385	22	3300	990	.....
L'Archevêque.....	.....	.....	.....	.....	8	304	16	2240	672	.....
Grand River.....	.....	.....	.....	.....	27	810	55	9720	2916	.....
Point Michaud.....	.....	.....	.....	.....	21	420	29	2500	640	.....
L'Ardoise.....	2	83	2100	18	515	4200	430	29008	12200	.....
St. Peter's Island.....	3	80	400	20	62	1000	100	5560	1668	.....
St. Peter's.....	2	70	1000	14	40	600	80	7500	1500	.....
River Bourgeoise.....	18	490	9500	185	12	180	24	2000	700	.....
Totals.....	60	3063	44330	539	1028	17184	1997	359408	81820	.....

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.		VALUE.	
Salmon, barrels.	Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Hake and Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Smelt, lbs.	Wels, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish Roe, barrels.	\$	cts.
.....	1500	1000	20	1000	20	.....	2000	.....	.....	.....	200000	100	.....	80.535	00
.....	100	1000	20	1000	20	.....	1000	.....	1000	40	20000	100	.....	16.45	00
10	500	2000	100	40	1500	30	.....	200	.....	.....	.....	100000	100	.....	49.190	00
.....	200	100	20	1000	20	.....	2000	.....	.....	.....	.....	100	.....	13.935	00
.....	100	100	20	1000	20	.....	1000	.....	1000	.....	.....	100	.....	8.495	00
.....	100	200	.....	20000	40	.....	100	.....	.....	.....	20000	1000	.....	91.80	00
.....	8000	30	.....	.....	.....	.....	.....	.....	500	.....	13.385	00
.....	44	40	1000	20	.....	.....	.....	.....	20	.....	100	.....	4.971	00
.....	200	1000	20	200	10	.....	100	.....	.....	.....	.....	500	.....	7.675	00
.....	300	100	.....	100	10	.....	.....	.....	.....	.....	.....	00	.....	3.980	00
.....	300	200	.....	1000	20	.....	1000	.....	.....	.....	100000	100	.....	28.755	00
.....	200	300	.....	200	10	.....	100	.....	.....	.....	.....	4	.....	4.496	00
.....	100	100	40	100	10	.....	.....	.....	.....	20	.....	20	.....	2.248	00
10	20	.....	.....	.....	360	00
.....	100	44	20	1000	20	.....	100	.....	.....	.....	.....	100	.....	6.081	00
.....	20	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	160	00
.....	300	200	.....	3500	.....	.....	.....	.....	.....	.....	177600	1775	.....	48.488	75
.....	64	66	.....	80	.....	.....	.....	.....	.....	.....	.....	40	.....	1.230	00
.....	15	110	.....	220	.....	.....	.....	.....	.....	.....	.....	110	.....	2.948	50
.....	80	64	.....	96	.....	.....	.....	.....	.....	.....	57600	48	.....	10.35	20
.....	540	324	.....	324	.....	.....	.....	.....	.....	.....	.....	182	.....	8.178	30
.....	228	60	10	700	10	.....	40	.....	.....	.....	.....	22	.....	5.764	00
40	3900	600	150	5000	.....	.....	9500	.....	.....	.....	.....	3000	.....	99.170	00
4	490	80	11	378	.....	450	104	1000	.....	3	64800	300	.....	17.768	50
3	1000	20	.....	800	.....	.....	.....	.....	.....	.....	.....	375	.....	13.777	75
.....	300	20	.....	7500	.....	.....	200	.....	.....	.....	.....	3000	.....	37.605	00
67	500	12248	5832	431	50698	290	450	19244	1000	2000	103	740000	11990	.....	586,09	00

*Home Consumption as per County Return.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				
	Vessels.				Boats.			Nets.		Weirs.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.
<i>Shelburne.</i>			\$			\$			\$		\$
Barrington	9	350	11325	75	30	584	27	2724	812	.....	.....
Wood's Harbor.....	.....	.....	.....	.....	85	1300	125	4500	1050	3	6000
Shag Harbor.....	4	200	6675	41	18	348	31	4600	1150	2	3600
Bear Point .....	.....	.....	.....	.....	23	700	17	3570	820	.....	.....
Cape Island.....	8	619	28000	130	228	4080	348	20640	4300	8	16000
Port Latour and Baccaro....	1	65	2000	15	145	2605	129	13540	3200	.....	.....
Upper Port Latour.....	3	115	2000	27	16	227	40	3280	490	.....	.....
Cape Negro and Blanche....	.....	.....	.....	.....	42	1350	72	3500	950	.....	.....
Cape Negro Island.....	.....	.....	.....	.....	37	700	42	3500	950	1	1000
Port Olyde.....	1	12	175	3	8	703	15	820	235	.....	.....
N. W. Harbor and E. Olyde.	.....	.....	.....	.....	16	700	30	2000	700	.....	.....
North-East Harbor .....	.....	.....	.....	.....	4	125	5	520	230	.....	.....
Black Point and Red Head..	.....	.....	.....	.....	30	2300	55	6500	1425	.....	.....
Roseway and McNutt Island	.....	.....	.....	.....	40	2500	75	5500	1600	.....	.....
West Shelburne.....	.....	.....	.....	.....	32	1400	60	1700	600	.....	.....
East Shelburne.....	9	776	34000	155	40	800	60	6000	2000	.....	.....
Jordan Ferry.....	2	147	9000	34	25	790	40	2000	500	.....	.....
Jordan Bay.....	3	190	7900	41	16	800	25	2500	700	.....	.....
Lockeport.....	27	2100	105000	410	25	1850	60	2500	1000	.....	.....
Totals	67	4574	204075	981	859	23772	1256	89974	22612	14	26600

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.											FISH PRODUCTS.			
Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Alewives, barrels.	Ood, cwt.	Pollock, cwt.	Haddock, cwt.	Halibut, lbs.	Bea, barrels.	Lobsters, cans.	Fish Oil, galls.	Fish used as bait, barrels.	VALU.	
													\$ cts.	
..... 28	.....	.....	127	375	7304	110	216	16000	55	.....	2754	1890	39,606 10
..... 375	1240	.....	500	.....	50	10	20	.....	.....	178800	30	3000	35,343 00
..... 150	.....	.....	224	.....	4250	100	300	31000	.....	.....	2000	1000	26,018 50
..... 18	.....	.....	182	.....	123	23	90	200	.....	136000	248	100	22,498 15
..... 1728	.....	.....	1200	.....	19200	100	2189	30500	.....	48000	7658	4800	130,499 20
..... 312	.....	.....	501	12	5353	1894	1885	6900	.....	28800	4500	1225	50,032 75
..... 14	.....	.....	117	.....	3650	140	325	600	50	.....	1450	500	19,676 50
..... 175	.....	.....	1125	.....	3500	100	650	3200	35	.....	1800	425	25,852 00
..... 200	.....	.....	950	.....	2850	100	600	3000	.....	.....	1400	450	21,902 50
..... 2000	10	.....	110	125	83	20	27	.....	5	.....	65	14	2,058 50
..... 480	10	.....	100	25	286	.....	133	.....	5	30000	110	.....	6,908 50
.....	.....	.....	38	.....	.....	.....	.....	.....	.....	.....	.....	.....	144 00
.....	105	.....	95	.....	942	.....	661	.....	.....	.....	950	.....	8,264 50
.....	70	.....	162	18	800	10	700	.....	.....	42060	900	.....	14,190 00
..... 240	88	.....	340	25	550	.....	275	.....	.....	.....	280	.....	5,370 00
..... 400	110	.....	1350	16	20600	.....	600	.....	.....	35280	5200	40	105,006 00
..... 370	40	.....	271	.....	4555	.....	200	.....	.....	.....	875	.....	22,185 50
..... 56	.....	.....	84	.....	6505	.....	484	.....	.....	.....	1450	.....	31,178 75
..... 300	2075	.....	1000	25	55590	20	360	90000	.....	100000	18000	.....	294,180 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21,811 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,200 25
3790	5514	1240	8474	621	136081	2627	9705	181400	150	593880	49668	13444	908,025 70	

* Lobsters sold alive to American smacks.

† Home consumption.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS ENGAGED IN FISHING.						FISHING MATERIAL.						
	Vessels.				Boats.		Nets.		Weirs.		Salmon, barrels.	Mackerel, barrels.	Mackerel, in cans.
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.			
<i>Victoria.</i>			\$			\$		\$		\$			
New Campbellton	1	20	400	5	40	800	50	2080	800	.....	.....	14	.....
Great Bras d'Or	1	13	250	4	30	450	40	1500	600	.....	.....	6	.....
Boularderie Island .....	.....	.....	.....	.....	2	30	3	50	40	.....	.....	6	.....
Grand Narrows .....	.....	.....	.....	.....	34	500	68	850	340	.....	.....	.....	.....
Washabuck .....	.....	.....	.....	.....	6	90	12	200	100	.....	.....	.....	.....
North Gut St. Ann's ..	.....	.....	.....	.....	15	150	30	800	300	.....	.....	12	6
Baddeck .....	.....	.....	.....	.....	2	40	4	100	60	.....	.....	5	.....
South Ingonish	2	28	400	9	70	1400	140	3080	1680	.....	.....	58	400
North Ingonish	1	25	600	8	38	912	76	1672	912	.....	.....	21	94
Ingonish Island .....	.....	.....	.....	.....	9	180	20	398	216	.....	.....	.....	25
Green Cove .....	.....	.....	.....	.....	9	180	18	1320	398	.....	.....	18	15
Neil's Harbor .....	.....	.....	.....	.....	45	980	90	1980	1080	.....	.....	.....	31
New Haven .....	.....	.....	.....	.....	24	576	48	1584	864	.....	.....	.....	24
White Point .....	.....	.....	.....	.....	49	980	98	1808	1368	.....	.....	9	115
North Harbor .....	.....	.....	.....	.....	8	112	16	350	240	.....	.....	14	23
Bay St. Lawrence .....	.....	.....	.....	.....	58	1180	116	2552	1392	.....	.....	18	100
Totals	5	84	1650	26	439	8340	829	19742	10388	.....	.....	164	853
													11040

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.														FISH PRODUCTS.		VALUE.
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Hake and Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Bas, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Sal, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.	
200		600		75	50	1000								208	200	\$ 4,130 00
100		650		15	75	600								250	250	4,058 50
21		2														200 50
170	50	560									10	30		500	138	3,901 00
		55										100		6		537 65
250		160			8					1000	6			80	45	2,195 00
		5														111 25
650		4700	1										28800	2350	500	35,629 50
45		2980			280									1200	271	15,784 00
15		950			40									500	63	4,875 50
44		845												420	90	4,604 25
20		3950	15		60									2000	450	19,242 50
72		3700												400	240	16,753 00
90		3600	4										16800	2100	490	20,950 00
30		472												230	80	2,837 50
32		1700												850	464	9,639 50
																*500 00
																†530 00
																‡21,183 00
1739	50	24749	20	90	493	1600				1000	16	130	45600	11088	3279	167,660 65

* 500 gallons cod liver oil, at \$1.

† 1,060 do seal oil, at 50c.

‡ Home consumption of several districts.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.						
	Vessels.			Boats.			Nets.		Weirs.		Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Mackerel, in cans.
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.			
<i>Yarmouth.</i>			\$			\$		\$		\$			
Acadia and Little River...					80	2000	100	3000	900			70	
Tusket Wedge	11	754	25000	184	25	1200	75	11000	6000		200	500	
Salmon River					50	450	70	8500	3200		1840		
Tusket	2	47	2000	12	160	3000	200	22000	6800		5400	200	
East River					80	700	80	7000	2200		1940		
Bel Lake and Brook	2	29	1300	16	40	400	80	1200	850		380		
Argyle	1	116	6500	20	25	300	70	2900	1100		39		
Argyle Sound					45	900	90	6000	3000		250		
East and West Pubnico	30	2085	125000	540	20	1200	40	8000	4000		440		
Yarmouth	31	1868	55145	420	9	180	16	2410	2170	9	20500	3150	3709
Port Maitland	5	148	5800	48	15	1200	35	1000	300	2	6000	2500	1000
Sandford	4	49	2400	24	22	425	49	2900	745			215	
Totals	86	5094	223145	1264	571	11935	905	75810	31265	11	26500	15030	6794
													100

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.		VALU.	
Herring, barrels.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.		Fish used as manure, barrels.
250		10	260	4	12	60	8000			600	6	170000	80		2500	\$ cts.
360		40	18660	22	550	680	3800						5190			30,497 00
		1430						500	20000	18						91,855 50
300		1760	500	4	100	100		1800	30000	40			250			7,480 00
		640							950		12					16,591 50
360		400	625	4	40	40				10000	350		160			3,113 00
100		356	3100	3			3000				16	115000	900		1800	13,658 25
240		20														34,379 00
312		75	45160	60	935	3110	5000	2			5	59424	15195		1000	3,540 00
2900	426	70	30230	36	1276	3710	161309	12			8	1357	10000	750	100	232,071 85
207	100	25	6090	3	450	125	3850						120	20	200	209,351 55
530			16030	5		2500	20000						200		150	40,117 50
																58,287 50
																*4,179 00
																†105,117 16
5759	526	4826	114765	141	3353	9325	204950	14	3050	60600	455	345781	33175	770	5750	853,238 81

*Home Consumption:—

Lobsters,	21,000 lbs., at 4c	\$ 840 00
Mackerel,	10,500 do 5c	525 00
Herring,	2,700 do 4c	108 00
Cod,	11,900 do 4c	476 00
Halibut,	8,000 do 4c	320 00
Salmon,	4,000 do 15c	600 00
Smoked Alewives,	100,000, at 80c per 100	800 00
Fresh do	12,000 lbs., at 4c	480 00
Whitefish	500 do 6c	30 00

\$4,179 00

†Miscellaneous:—

Live Lobsters (shipped to U.S.)	2,493,960 lbs., at 4c	\$99,758 40
Mackerel	60,000 do 5c	3,000 00
Boneless Cod	34,000 do 4c	1,360 00
Roll Mops	2,500 do 5c	125 00
Finnen Haddies	21,544 do 4c	861 76
Swordfish	200 do 6c	12 00

\$105,117 16

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, and the Total Number of Men employed, &c.—Nova Scotia—Continued.

District.	VESSELS AND BOATS EMPLOYED IN FISHING.					FISHING MATERIAL.					KINDS OF FISH.										
	Vessels.			Boats.		Men.	Nets.		Weirs.	Value.	No.	Value.	Salmon, bar- rels.	Salmon, fresh, in ice, lbs.	Salmon, smok- ed, lbs.	Salmon, in cans, lbs.	Mackerel, bar- rels.	Mackerel, in cans.	Herring, bar- rels.	Herring, smok- ed, in boxes.	Alewives, bar- rels.
	No.	Tonnage.	Value.	No.	Value.		Fathoms.	Value.													
	No.	Tonnage.	Value.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	Salmon, bar- rels.	Salmon, fresh, in ice, lbs.	Salmon, smok- ed, lbs.	Salmon, in cans, lbs.	Mackerel, bar- rels.	Mackerel, in cans.	Herring, bar- rels.	Herring, smok- ed, in boxes.	Alewives, bar- rels.		
Annapolis.....	16	227	8100	296	3335	427	45784	5498	22	2500	.....	6100	.....	.....	100	.....	2307	30000	5
Antigonish.....	.....	.....	.....	230	4210	509	18600	2860	.....	.....	10	62500	.....	.....	870	900	540	1725	380
Colechester.....	.....	.....	.....	90	2373	188	20170	4602	26	7950	.....	17850	.....	.....	20	.....	130	710	15
Cumberland.....	2	60	200	99	2135	200	2434	2309	7	220	5	5466	.....	.....	220	.....	1815	710	989
Digby.....	55	1285	42100	448	14726	942	36815	25925	20	1750	.....	1700	.....	.....	1275	.....	6570	750	30
Guysborough.....	35	1769	72050	301	38808	2558	287920	130345	73	19550	334	28950	4350	2738	23501	9600	16287	.....	1322	
Halifax.....	72	1902	56260	571	69133	2738	267555	76775	434	98200	1660	8349	1330	5443	16871	.....	29360	.....	668
Hants.....	.....	.....	.....	195	2625	228	15720	4057	17	1250	.....	.....	.....	.....	.....	.....	500	600	952
King's.....	4	39	950	11	68	100	13124	5177	41	5150	.....	2395	.....	.....	10	.....	2375	2350	450
Lunenburg.....	188	9989	559876	2012	26831	2763	9995	49669	2	1800	.....	20510	1790	.....	16365	.....	49193	.....	423
Pictou.....	3	110	1260	15	4820	544	10015	9180	.....	.....	.....	72900	.....	.....	458	.....	2665	.....	.....
Queen's.....	24	1254	77850	245	10374	708	22438	12036	.....	.....	.....	36964	590	.....	1596	.....	2312	.....	3617
Shelburne.....	67	4574	201075	931	35772	1256	89974	22617	14	26500	.....	3790	.....	.....	5514	1240	874	.....	.....
Yarmouth.....	86	5094	223145	1264	571	11935	75810	31265	11	26500	.....	15030	.....	.....	6744	100	5769	526	4326
Cape Breton.....	11	210	3100	74	697	1610	54747	24473	6800	4875	36	7170	100	6000	2310	.....	5585	100	320	
Inverness.....	16	478	20180	140	26774	2387	10987	39769	80	700	408	41440	.....	800	13664	.....	11783	912	.....	
Richmond.....	60	2083	44380	539	17184	1997	359400	81820	.....	.....	67	500	.....	.....	12248	.....	5833	.....	431
Victoria.....	5	84	1650	26	8340	829	19742	10368	.....	.....	161	.....	.....	.....	853	11040	1739	.....	50
Totals.....	643	29119	1315166	8603	294738	20892	1528548	563288	7297	197345	2584	396393	8150	14981	101669	22860	154025	36761	16002		

DISTRICT.	KINDS OF FISH.										FISH PRODUCTS.					VALUE.			
	Od, cwt.	Od, Tongues and Gounds, barrels.	Pollock, cwt.	Hake Gounds, barrel.	Haddock, cwt.	Halibut, lbs.	Shad barrels.	Bas, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Reels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, Gal. tons.		Fish Guano, tons.	Fish used as bait, barrels.	Fish used as manure, barrels.	etc.
Annapolis.....	5320	.....	1520	7850	5350	30500	10	2000	100	.....	.....	.....	.....	.....	350	.....	1080	1100	78,384 00
Antigonish.....	370	.....	.....	5460	4180	.....	.....	9100	12080	.....	37000	470	245	238000	2150	.....	1074	.....	93,443 00
Colchester.....	165	.....	.....	.....	.....	.....	538	3100	3100	.....	9100	.....	10	.....	60	.....	150	.....	10,721 50
Cumberland.....	490	.....	40	1100	700	1120	172	6330	2400	.....	293000	125	150	338290	.....	.....	967	150	93,443 80
Digby.....	63740	45	32405	10245	69225	326060	110	.....	1000	.....	1500	.....	.....	73674	102350	.....	18685	8300	797,236 70
Guyaborough.....	53876	11	100	.....	8008	67400	10	200	32206	2886	27500	167	.....	1179744	17062	180	4750	450	802,647 50
Halifax.....	51111	745	3056	3056	1471	301760	.....	29188	8465	.....	29188	96	.....	1603804	40216	.....	4559	.....	850,011 23
Hants.....	1500	.....	.....	.....	1004	30	695	3420	200	.....	1000	40	.....	.....	5	.....	.....	.....	30,637 45
King's.....	64	.....	215	.....	390	3300	735	.....	100	.....	7000	8	.....	.....	1480	.....	212	2455	30,678 50
Lunenburg.....	208874	222	18756	1505	51650	189019	.....	.....	8717	833	11535	346	.....	360100	108557	240	2679	2500	1,694,745 71
Pictou.....	547	.....	386	455	87	.....	.....	.....	.....	.....	25000	611	.....	643740	1130	.....	1700	4500	141,101 75
Queen's.....	33049	62	2	.....	877	10450	.....	.....	4565	454	21250	140	.....	217760	11243	.....	426	934	236,662 40
Shelburne.....	136051	.....	2627	.....	9705	181400	.....	.....	3050	.....	60600	150	.....	593880	49368	.....	13444	.....	881,014 45
Yarmouth.....	114765	141	3353	.....	9325	204950	14	.....	11975	74	23200	455	.....	345781	33175	168	770	5780	743,942 55
Cape Breton.....	36769	.....	550	3342	3841	29850	19	.....	39410	160	38500	606	790	600 14	13940	.....	2584	.....	340,002 35
Inverness.....	38740	30	.....	24000	4646	4300	.....	.....	.....	.....	2000	120	.....	235900	33773	.....	583	.....	471,629 85
Richmond.....	50893	280	.....	450	19244	1000	.....	.....	.....	.....	1000	16	.....	740000	11990	.....	3279	.....	554,039 00
Victoria.....	24749	2	.....	90	493	150	.....	.....	.....	.....	.....	.....	.....	45600	11086	.....	.....	.....	145,447 65
Totals.....	823484	1566	63011	57553	189035	1351739	2303	21050	128562	4394	587745	3482	1397	7206347	491526	588	57132	26139	8,415,361 45
Annapolis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Lunenburg.....	.....	.....	.....	.....	.....	.....	.....	3,851 50
Antigonish.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Pictou.....	.....	.....	.....	.....	.....	.....	.....	19,370 00
Colchester.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Queen's.....	.....	.....	.....	.....	.....	.....	.....	15,945 25
Cumberland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Shelburne.....	.....	.....	.....	.....	.....	.....	.....	47,011 25
Digby.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Yarmouth.....	.....	.....	.....	.....	.....	.....	.....	109,398 16
Guyaborough.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Cape Breton.....	.....	.....	.....	.....	.....	.....	.....	.....
Halifax.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hants.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
King's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lunenburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pictou.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Queen's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shelburne.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yarmouth.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cape Breton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Inverness.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Richmond.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Victoria.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Annapolis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Antigonish.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colchester.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cumberland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Digby.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Guyaborough.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Halifax.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hants.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
King's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lunenburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pictou.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Queen's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shelburne.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yarmouth.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cape Breton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Inverness.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Richmond.....
Victoria.....
Totals.....
Annapolis.....
Antigonish.....
Colchester.....
Cumberland.....
Digby.....
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Halifax.....
Hants.....
King's.....
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Annapolis.....
Antigonish.....
Colchester.....
Cumberland.....
Digby.....
Guyaborough.....
Halifax.....
Hants.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
King's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lunenburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pictou.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Queen's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shelburne.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* These items are included in the column for value.

RECAPITULATION OF THE YIELD OF FISHERIES IN NOVA SCOTIA, 1888.

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Kinds of Products.	Quantities.	Rate.	Value		Total.
			\$	cts.	
Salmon, pickled.					
do fresh.	2,584 brls.	18 00	46,512 00		
do smoked.	396,983 lbs.	0 20	79,396 60		
do preserved in cans.	1,630 00	0 20	326 00		
do home consumption.	14,981 cans.	0 20	2,996 20		
	73,370 lbs.	15c. & 20c.	11,218 50		
Mackerel, pickled.	101,969 brls.	10 00	1,019,690 00		141,631 30
do preserved in cans.	23,880 cans.	0 15	3,582 00		
do shipped fresh.	60,000 lbs.	0 05	3,000 00		
do home consumption.	278 brls.	10 00	2,780 00		
do	33,500 lbs.	06c. & 06c.	1,995 00		
Herring, pickled.	154,025 brls.	4 00	616,100 00		
do smoked.	36,781 boxes.	0 25	9,195 25		
do home consumption.	260,700 lbs.	0 04	10,428 00		
do	1,725 brls.	4 00	6,900 00		
Alewives, pickled.	16,002 brls.	4 00	64,008 00		
do home consumption.	112,040 lbs.	0 04	4,481 60		
do smoked.	100,000	80c. per 100	800 00		
					642,618 25
Cod, dried.	823,484 cwt.	4 25	3,499,807 00		
do boneless.	34,000 lbs.	0 04	1,360 00		
do home consumption.	3,191 cwt.	4 25	13,661 75		
do	74,040 lbs.	0 04	2,961 60		
do Tongues and Sounds.	1,666 brls.	7 00	10,962 00		
do	1,000 lbs.	0 04	40 00		
					3,528,692 35
Pollock and Hake, dried.	70,811 cwt.	3 50	247,838 50		
do home consumption.	43,600 lbs.	0 04	1,724 00		
Hake Sounds.	57,553 lbs.	1 00	57,553 00		
Haddock.	189,035 cwt.	3 50	661,622 50		
do home consumption.	419 cwt.	3 50	1,466 50		
do	48,000 lbs.	0 04	1,920 00		
					307,215 50

dc shipped fresh	500,000 lbs.	0 04	20,000 00	689,870 76
Pinnan Haddies	121,544 lbs.	0 04	4,861 76	
Halibut	1,362,789 lbs.	0 06	81,164 84	
do home consumption	16,300 lbs.	4 00 & 6 00	938 00	82,103 34
Shad	2,803 brls.	8 00	18,424 00	
do home consumption	128,000 lbs.	0 04	5,120 00	23,544 00
Bas	21,050 lbs.	0 06	1,263 00	
do home consumption	540 lbs.	0 04	21 60	1,284 60
Trout, with home consumption	131,563 lbs.	0 08		7,898 72
Squid	4,394 brls.	4 00		17,576 00
Smelt, with home consumption	600,243 lbs.	0 06		36,014 58
els	2,502 brls.	9 60		31,518 00
Oysters	1,397 brls.	3 00		4,191 00
Lobsters, preserved	7,206,347 cans.	0 15	1,080,952 05	
do	859 tons.	35 00	30,085 00	
do shipped fresh	2,493,960 lbs.	0 04	99,758 40	
do sold American smelts	35,000 lbs.	0 04	21,611 00	
do home consumption			1,400 00	1,333,986 45
Fish Oil	491,525 galls.	0 65		319,491 25
do Guano	57,588 tons.	15 00		8,630 00
do used as bait	57,132 brls.	1 00		57,132 00
do do Manure	26,189 brls.	0 50		13,094 50
Clams	970 brls.	5 00		4,850 00
do home consumption	300 doz.	0 50		100 00
Scallops	500 lbs.	0 06		30 00
White Fish	2,500 lbs.	0 05		125 00
Roll Mops	200 lbs.	0 06		12 00
Sword Fish	1,500 galls.	1 00		1,500 00
Cod Liver Oil	1,460 galls.	0 50		730 00
Seal Oil				
Amounts returned for home consumption not itemized:—Digby,				
\$33,720; Guysborough (St. Mary's district) \$10,460; East Halifax,				
\$7,000; Shelburne, \$25,200.25; Cape Breton, \$15,023; Inverness,				
\$21,183; Richmond, \$12,000				
Amount sold in Halifax fish markets				
Total				8,415,381 45

**COMPARATIVE STATEMENT of Value of Fisheries in each County in the Province of
Nova Scotia, for the Years 1885 and 1886.**

Counties.	1885.	1886.	Decrease.	Increase.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Annapolis	91,085 50	107,334 00	.....	16,248 50
Antigonish	116,967 50	111,193 00	5,764 50	.....
Cape Breton*	300,196 50	356,325 35	.....	56,128 85
Colchester	21,920 70	13,961 50	7,959 20	.....
Cumberland	67,738 20	93,768 80	.....	26,030 60
Digby	718,706 50	881,196 70	.....	162,490 20
Guysborough	822,583 85	812,967 50	9,426 35	.....
Halifax	1,028,752 85	904,301 23	124,451 62	.....
Hants	12,304 10	23,926 25	.....	11,722 15
Inverness*	574,023 60	471,629 85	102,393 75	.....
King's	66,291 25	32,128 50	34,154 75	.....
Lunenburg	1,551,314 35	1,698,597 21	.....	147,282 86
Pictou	225,961 00	160,471 75	65,489 25	.....
Queen's	234,806 40	252,807 65	.....	18,001 25
Richmond*	437,355 15	568,039 00	.....	128,683 85
Shelburne	972,983 70	903,025 70	64,958 00	.....
Victoria*	189,912 30	167,660 65	22,261 65	.....
Yarmouth	851,519 42	853,238 81	.....	1,719 39
Totals	8,283,922 87	8,415,361 45	436,859 07	568,297 65
Increase .....	.....	.....	.....	131,438 68

* Note.—The four counties in Cape Breton Island, viz : Cape Breton, Inverness, Richmond and Victoria give a total value of fish caught of \$1,561,654.85 against \$1,501,497.55 in 1885; an increase of \$60,157.30.

The value of fish caught in the other fourteen counties, or Nova Scotia proper, is given at \$6,853,706 against \$6,782,425 last year; an increase of \$71,281.

TABLE showing the Value of the Fisheries of Nova Scotia, for the Seventeen Years from 1870 to 1886, inclusive.

Year.	Value.
	\$ cts.
1870.....	4,019,424 07
1871.....	5,181,030 90
1872.....	6,016,835 00
1873.....	6,577,086 51
1874.....	6,652,301 55
1875.....	5,573,851 58
1876.....	6,029,049 94
1877.....	5,527,858 37
1878.....	6,131,599 64
1879.....	5,752,936 20
1880.....	6,291,061 46
1881.....	6,214,781 50
1882.....	7,131,418 36
1883.....	7,689,374 75
1884.....	8,763,779 36
1885.....	8,283,922 87
1886.....	8,415,361 45

TABLE showing the number and value of Vessels and Boats, Nets and Weirs engaged in the Fisheries of Nova Scotia, and approximate estimates of the value of other material not included in the returns.

	\$	\$
643 vessels.....		1,315,166
12,830 boats.....		294,738
1,528,548 fathoms of nets.....		563,288
7,297 weirs.....		197,345
		2,870,537
Canning establishments.....	171,671	
Seines (not included in returns).....	63,165	
Lobster traps, &c. do.....	81,795	
Hand lines, trawls, &c. do.....	59,060	
Steamers, smacks, punts and canoes do.....	70,579	
Fishing piers, houses and other sundries.....	119,728	
		565,968
Total.....		3,436,505

APPENDIX No. 4.

NEW BRUNSWICK.

ANNUAL REPORT ON THE FISHERIES OF NEW BRUNSWICK FOR THE
YEAR 1886, BY W. H. VENNING, ESQ., INSPECTOR.

ST. JOHN, N.B., 31st December, 1886.

HON. GEORGE E. FOSTER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honor to submit a report on the fisheries of New Brunswick for the year 1886, with condensed reports from the local officers. The returns of the year's catch show, in the aggregate, a small increase over that of last year.

SALMON.

The increase in the catch of salmon, which marked last year's returns, has not been sustained. Rejecting theories, and confining myself to the observation of facts, I have, for several years, expressed my conviction that, under existing circumstances, no permanent improvement in our salmon fisheries can reasonably be expected. These facts are, that in 1874 the salmon catch in New Brunswick was 3,214,182 lbs. Since railways have enabled fresh salmon to reach distant markets, the number of fishermen has increased, and improved appliances have been employed, not only along the coast, but from the estuaries to the head waters of all our rivers to which salmon resort. With this increase in the number of men fishing, and with these improved appliances for catching fish, the catch last year was only 1,407,593 lbs., and this year only 1,268,855 lbs. I am aware some men talk glibly about "fluctuations" and "booms," but in these twelve years the fluctuations have all been downward and the booms the wrong way, notwithstanding the assistance of three hatching houses, two of which have been twelve years in operation, and the other six years. With the excessive fishing that has been done since the opening of the Intercolonial Railway, but few fish reached their spawning beds. Of these a large number are killed before spawning. The powers of those that remained to multiply falls short of the annual drain made on the diminishing stock. In former years, before railways made it easy to reach our rivers, but little angling was done. After the netting season closed on the 15th August, those fish that escaped the coast and river nets had only a few poachers and adventurous anglers to fear; these having no market for their catch, contented themselves with what they required for food on their visits, and the few they could carry home unspoilt. But, since the advent of railways has made the head waters of our rivers easy of access, angling has been pursued on an extensive scale from 1st June to 15th September, and poaching on a still larger scale up to the last of October and sometimes until the fish have finished spawning. The facilities offered by railways for the exportation of illegally caught fish are so great, that no vigilance on the part of officers can do more than make an occasional seizure, while large quantities are constantly exported. Until railroads are prevented by law from carrying contraband fish; until spawning salmon are

more effectually protected; and until the present excessive fishing is curtailed, I shall expect to see a steady decrease in the catch of future years.

BASS.

The catch of this fish is very much smaller than that of last year. No other result could reasonably be expected. Years ago seining in the spring destroyed the parent fish and since that was stopped, excessive fishing from September till March and the destruction of young fish has been the rule wherever this fishery has been pursued. Since the smelt fishery commenced, large numbers of young bass have been destroyed by the bag nets, and while this continues on the present scale, any improvement in the fishery is hopeless. Bass illegally caught and small bass of illegal size are freely received by the railways, and once in the cars their detection by fishery officers is all but impossible.

SHAD.

The catch of this fish is very little over one-half that of 1885, nor was the quality equal to that of last year's catch. I can give no reason for this great falling off, except the simple and apparent one that past overfishing is having its natural results. The season, to all appearance, was a favorable one, and the fishery was pursued with accustomed industry. So far as New Brunswick is concerned, this fishery is steadily failing, and it offers some grave difficulties to those theorists who assert that shad do not spawn in our waters, but come to us from southern rivers. Were this the case, we ought to look for a good catch here when they are plentiful in the rivers from Florida to New York. Of late years the extensive hatching operations pursued by the American Fish Commission have restocked these rivers until shad are now as plentiful in American waters as they formerly were in ours. As no artificial help is given to our stock, it is steadily decreasing under excessive fishing. Why this should be if they come to us annually from the more prolific waters of the south, or why they were plentiful in our waters before the southern rivers were re-stocked, I must leave the theorists to explain.

ALEWIVES.

The improvement noted in the catch of this fish, in my last report, has been followed by a falling off of 25 per cent this year. The want of a sufficient weekly close time and the destruction of large quantities of young fish by the harbor weirs, will prevent any permanent improvement in this fishery. In Nova Scotia, where this species is more largely distributed, and where there is a longer weekly close time and where the fishery is pursued mostly by nets, which allow the young fish to escape, better results are seen. The same protective measures applied in this province would possibly prevent the extinction of this species.

SMELTS.

The mad pursuit of this fishery continues to increase. More nets and more men have been employed in the hope of making increased production compensate for low prices. The consequence has been that the catch shows an increase of nearly a million pounds over that of last year. The great bulk of the catch consisted of small and inferior fish, and the usual markets were kept glutted from November until March. As a necessary consequence, prices were so low as to leave little or no profit to many shippers. Heretofore, bag-nets were licensed to commence fishing on the 15th November and continue until 1st March. At both ends of this long season the weather is always too mild to freeze the fish, and large quantities spoil and are lost. With a shorter season and a reduced catch, the markets would not be over-stocked, and one half the quantity now exported would bring better prices and more profit to fishermen and dealers. This fishery has attained enormous proportions, and is now one of the most important industries in four of the northern counties. If it is to be preserved, the present wasteful mode of conducting it must be changed for one, more in accordance with common sense.

FROST FISH.

The demand for this little fish, better known in New Brunswick as the tom-cod, increases yearly, and large quantities formerly used as manure, are now exported at remunerative prices. I am informed that in many instances shipments of this inferior fish brought better returns than many shipments of smelts, simply because the markets were glutted with the latter more valuable fish. All our northern estuaries and rivers are full of this fish, and any probable demand can be supplied.

PICKEREL AND PERCH.

Notwithstanding the large quantities of these fishes caught in the last few years, they both continue plentiful. The catch of pickerel exceeds that of last year, and perch also show larger figures. At present there is no close time fixed for either of these fishes, and in view of their growing value, I would urge a close time of three months; that would cover the whole spawning season.

TROUT.

Trout are yet plentiful in our lakes and streams. Hitherto no great quantity has been exported, our local markets offering a steady demand and good prices. As long as rod and line are the implements of capture, the supply will not sensibly diminish. But with net poaching for export and pot-fishing through the ice in winter, both of which practices are increasing, the stock will soon fail. The present close time, which commences 1st October, and ends 31st December, should be extended to 1st May. Legitimate sport, as well as the preservation of the fish, demands this extension.

STURGEON.

This fishery is now practically exhausted. The catch has steadily decreased from 602,500 pounds in 1880, to 16,264 pounds in 1886. There has been no fluctuation of good and bad seasons, but a steady decrease in the catch has marked this fishery since its commencement. If it is considered desirable to preserve the species in our waters, a total cessation of fishing for at least five years will be necessary.

HERRING.

The catch of herring does not differ much from that of last year. The increased catch of frozen herring compensates for the difference in smoked fish, while the greatly increased catch of sardines more than makes up for a decrease in pickled fish. Up to the time of the Eastport fire, the demand for sardine herring was brisk and constant, with good prices. After the fire, which destroyed some of the largest factories, the demand fell off just as the fish became scarce—or rather, to speak more accurately, just as the use of torches drove the schools out of the bays and inlets. The protection of our waters by the cruiser "Middleton" has had a most encouraging effect on our weir fishermen, and led to the building of many new weirs during the season and preparations for many more next summer. Great expectations were indulged regarding the winter fishing, in which American vessels could not participate as formerly; but up to the present date, herring have not made their appearance. Old fishermen attribute their prolonged absence to the torches used last fall, and express doubts of their return this winter. If any further proof than the almost unanimous opinion of old fishermen as to the injurious effects of this mode of fishing were needed, the experience of the past season supplies it. During the month of August and the early part of September the coves and inlets of St. Andrew's Bay so swarmed with herrings that they could be dipped from the water into boats with dip-nets. Not content with this, some greedy fishermen not belonging to the neighborhood nor having any permanent interest there, commenced fishing at night with torches. This broke up the schools and scattered the fish in a very short time, so

that they could no longer be dipped from the water. Then everyone took to torching and the fish were driven out of the bay entirely and have not since returned.

MACKEREL.

The catch greatly exceeds that of last year: The quality of the fish was good and in consequence of the small fares made by American vessels outside the limits the demand in United States markets was brisk, at unusually high prices. If American vessels are debarred from our inshore fisheries, there is no doubt that all the modern appliances, in suitable vessels, will be used by our fishermen, who have hitherto shown so much apathy in this pursuit. The Shippegan and Caraquet Railway will give great facilities for the export of both fresh and salted fish, and no reason can exist for the continuance of that apathy which has hitherto usurped the place of activity and enterprise. There seems good ground for the fears expressed by many of the old fishermen that the general use of purse seines in Bay of Chaleurs will be very destructive to the mackerel and herring fisheries. There is no doubt that the destruction of young mackerel along the American coast from the use of these seines is enormous, and the same destruction will probably follow their general use by our fishermen. Mr. B. P. Ohadwick, of Bradford, Mass., who has been investigating this matter with great care for many years, thus writes Professor Baird, head of the United States Fish Commission:—

“The present method of our fishermen in seining mackerel is such that while taking over 500,000 barrels of good sizable fish, it causes a total destruction of over 1,000,000 barrels of young fish that have grown to one-third the usual size of fully matured fish. Could this number of fish be protected and caught when full grown the amount would be 3,000,000 barrels, and at the present price of No. 1 mackerel (\$15 per barrel) the amount of \$45,000,000 worth of fish food is no small item to our people. The hay crop of Maine, New Hampshire, Vermont and Massachusetts is 3,150,000 tons. The crop has a market value of \$37,800,000. Now, if the farmers should destroy the hay crop annually, the effect upon agriculture in these States would be disastrous, and yet the present method of seining mackerel destroys \$45,000,000 worth of food fish, and scarcely a voice is raised against it. Mackerel vessels carry from two to four seines each. I have known a single seine to destroy a hundred and fifty barrels of young mackerel in a day in the taking of thirty barrels of marketable fish. If one seine does injury to this amount in a single day, what must be the effect of using the seines of a mackerel fleet of four hundred vessels for ninety days? The ocean is large and mackerel are prolific. The spawn of a single mackerel is nearly 500,000. Were it not for these two facts, the end of mackerel fishing would soon be reached. As it is, the catch of No. 1 fish is small, there being scarcely any in the market, and these few selling at an exorbitant price. This condition is caused by the destruction of the young fish.”

COD.

The catch of this fish shows a small decrease from the improved yield of last year. Only in the northern counties is this fishery now pursued by any large number of fishermen. In the Counties of Albert and St. John it has been carried on in a desultory manner for local consumption and home markets. In Charlotte County, where formerly it was the principal industry of the fishing population, deep sea line fishing has been almost abandoned for the more profitable pursuit of sardine herrings. What is really to be feared is, that when the herring are used up as a consequence of the present enormous drain on the young fish, the line fish, finding no longer their accustomed food, will desert the waters.

HALIBUT.

The steady demand for this fish has increased the catch much more than the returns show. But a very small quantity of this fish is now cured. Almost the whole catch reach United States markets fresh in ice, and as the vessels go direct

from the banks to a market, it is very difficult to get returns. Probably the quantity caught by our fishermen is fully one-third more than the figures show.

POLLOCK AND HAKE.

The catch of pollock is about the same as last year; but that of hake is much less. This decrease is wholly in the catch of Charlotte County, where this latter fishing is almost deserted for small herring.

LOBSTERS.

The returns still show an enormous catch of this shell fish, the average size of which continues to diminish. To fill a pound can now requires rather more than an average of six lobsters—about $2\frac{1}{2}$ oz. of meat per fish. The returns show 4,661,812 cans preserved, and 4,290 tons fresh lobsters. In order to fill these cans 28,000,000 of lobsters were killed. If to these we add the number exported fresh, allowing $1\frac{1}{2}$ lbs. to each, which is a large average, the number killed during the season will be 33,720,000. How much longer an increased catch can be made out of a diminishing supply is a problem of some interest to those who have watched the rise, progress and decay of this industry? In all the northern counties this industry is one of great importance, giving subsistence to a large number of operatives who have no other means of profitable employment. I can only again urge on the Department the great importance of saving it from impending destruction.

OYSTERS.

The only oyster beds that now repay the labor of raking are those in Gloucester and Northumberland, both of which produce oysters far inferior to the exhausted beds of Kent and Westmoreland. As long as the latter beds would pay for raking, the former were left comparatively unworked; but now they are the only source whence any considerable supply can be obtained. The consequence is, that all the destructive agencies that were formerly scattered over the beds of Shemogue, Shediac, Cocagne, Buotouche and Richibucto, are now concentrated on those in Caraquet and Miramichi, which are being destroyed as fast as ignorance and cupidity can accomplish the work, in the absence of any restraining regulations.

If some more effectual protection than is now afforded by the yearly close time of three months is not provided, these remaining beds will soon be as completely exhausted as those of Kent and Westmoreland now are.

The fish-ways at Saint George were opened in the spring, and there is reliable evidence that alewives have passed through them. They are now in good repair, and will be opened next spring, as soon as fish make their appearance at the foot of the falls. A first-class Rogers' ladder has been put in the dam across Linton Stream, which will enable fish to ascend to the lakes, and thus restock these waters. A fish-way has also been made in the dam at the foot of Magaguadavic Lake, at a place called "the Flume." This pass was cut through solid rock at large expense, and Mr. Campbell is entitled to all the assistance the Act contemplates in such cases. The fish-ways on the Ste. Croix and that on Dennis Stream have been kept in good repair, and their beneficial effects are seen in the increasing numbers of fish that now ascend them. A new fish-way has been made at the foot of the lake at Baring, which will give free access to the whole chain of lakes emptied by that branch of the Ste. Croix. I would again beg leave to urge the great importance of stocking our waters with whitefish from the western lakes. If some of the many millions artificially hatched at the Sandwich nursery were placed in such of our great lakes as afford suitable habitats for this species, a valuable addition would be made to our food fishes.

As the measures which I consider necessary for the better protection of our fisheries have formed the subject of numerous special and lengthy reports, further reference to them here will be unnecessary.

CONDENSED REPORTS FROM LOCAL OFFICERS.

RISTIGOUCHE COUNTY.

Overseer Verge, of the River Division, says:—"The catch made on the New Brunswick side of the Ristigouche was less than that of last year. This decrease is attributed to unfavorable winds in the early part of the season, and to excessive netting at the mouth of the river."

Overseer McPherson, of the Coast Division, reports as follows:—"The fishing industry in my district has been prosperous and profitable, the aggregated catch being equal to that of previous years, and the prices in market having been well maintained. A comparison with last season will show some variety in results. In some places salmon fishing has been exceptionally good; in others, below the average. The lobster fishery throughout the district has been unsatisfactory, the quantity taken being small in proportion to the number of men and traps employed. Last year the catch was 146,560 pounds; this year, 93,704 pounds, showing a decrease of 47,856 pounds. The close seasons have been well observed, and I have had no occasion to resort to legal measures to enforce the law."

GLOUCESTER COUNTY.

Overseer Hickson reports that during the early part of the season the catch of salmon was large, but as the season advanced fish became scarce, and the total catch does not exceed that of last year. The catch of lobsters continued to decrease, while the average size of the fish grows smaller every year. Mr. Hickson attributes this steady decrease to over-fishing, and he thinks if this continues, a very few years will see the whole bay denuded of this source of an important industry. He indulges some melancholy reflections on the impending extinction of this business in Gloucester, and suggests the appointment of a commission to inquire into a matter which explains itself. All the commissions in the world cannot enable us "to have our cake and eat it too." All they could recommend Mr. Hickson and other officers have urged a hundred times "preserve the cake before it is entirely eaten." The opening up of the county by means of the Caraquet Railway has given a great impetus to the mackerel fishery. Mr. Hickson reports that the bay was swarming with schools of this fish from the 1st July to the end of August. Nine extensive pound nets or "traps" were set off the coast this season; but these were not so successful as their enterprising owners hoped, though some good catches were made. Herring were plentiful in spring, but scarcer in fall. Cod gave a fair average catch of a fine quality.

Overseer Cormier, of Caraquet, reports that mackerel would not take bait freely, and in consequence the catch was smaller than usual in the district. A good catch of cod was made, and the quantity of lobsters was larger than usual, in consequence of the increased demand made by two new factories started this season. The catch of spring herrings was good; but the fall yield was not so good as last season. The smelt fishery is growing into an important industry in this district; the catch made last winter was large and will probably be exceeded the coming winter. Mr. Cormier expresses his fears that the extended use of purse seines will destroy both the herring and mackerel fishery; as vast quantities of small mackerel and all the herring taken in these immense bags are thrown overboard.

Overseer Aché, of Shippegan, reports cod fishing good, with favorable weather for curing; but prices were lower than usual. The catch of lobsters was about the same in quantity as usual; but the average size was much smaller than formerly. Spring herring were very plentiful and a good catch was made; but owing to unfavorable weather, fall fishing was a complete failure. Smelts are plentiful in this district and the quantity taken grows larger every season. Mr. Aché expresses the belief that the completion of the breakwater and the dredging of Shippegan Gully would be of incalculable benefit to the county.

Overseer Boyd, of Miscon, reports a falling off in the catch of lobsters in his district, as well as a decrease in the size of the fish. The catch of spring herring was good, but the fall fishing was a failure, which Mr. Boyd attributes to the throwing overboard of fish offals from vessels which clean and pack their catch on the banks. Cod fishing was good, but low prices discouraged its vigorous pursuit. Smelt fishing has been commenced and with railroad facilities for transport will no doubt increase, and this district will add its quota to the glutted markets. Mr. Boyd again urges that something be done to save the lobster fishery from ruin and preserve an important source of employment to the people of Miscon.

Overseer Sewell, of Pokemouche district, reports a decreased aggregate catch. Salmon shows a small increase over last year. Mackerel gave about an average catch, but herring show a considerable decrease compared with last year. Alewives show a small increase over last year, but a great decrease compared with the catch of 1884. Mr. Sewell considers excessive fishing the cause of the steady decline in this fishery. Shad were more plentiful than last year, but bass scarcer. Both smelts and trout show a large falling off from the quantities caught last year. The catch of lobsters was somewhat larger, owing to an increased number of traps set in the same space, but the average size was less, requiring six lobsters to fill a pound can.

Overseer Mauzerolles, of Tracadie district, reports a good catch of salmon, alewives, smelt, herring and trout, but a decrease in cod, mackerel and bass. Lobster fishing was more vigorously pursued than last year, and the quantity canned somewhat larger. The extension of the Caraquet Railway to Pokemouche will give an impetus to all branches of fishing in these lower districts of Gloucester County.

NORTHUMBERLAND COUNTY.

Overseer Noble, of Escuminac district, reports as follows :—"Salmon, our great stand-by, made a good appearance in the early part of the season, but fell off as the season advanced, so that the catch falls much below that of last year. The lobster fishery was good as to quantity caught, but the size has become very small, requiring about six and one-half to fill a can." Mr. Noble makes some suggestions of a practical kind, the adoption of which, he thinks, would save the small fish from destruction. Were there large fish enough to keep the factories in operation, there might be some hope of saving the small fish, but now that only small fish are left, saving them means shutting up the factories. But before anything can be done in this direction the fishery must be brought under the control of those whose interest is to save the business, not to destroy it. Mr. Noble again urges, very piteously, that some regulations be made to prevent the total destruction of the oyster beds in his district. He recommends the leasing of the existing beds, and inducements for the planting of new ones, as the only means of preventing the total extinction of the shell fish in his district. Smelt fishing is prosecuted on an increasing scale, but the prices obtained by fishermen get lower. Mr. Noble says that every season shows more clearly that the 1st December is early enough for this fishery to commence. Even at that date this year the weather was not cold enough to freeze the fish fit for safe export.

Overseer Williston, of Bay du Vin district, says :—"I have this year to report a falling off in the salmon catch which has shrunk from 51,220 pounds in 1885, to 33,560 pounds in 1886. The large returns of mackerel made from this district last year are not repeated. The schooner 'Middleton,' which alone took 850 barrels, was not fishing this season, and the quantity caught with hook and line did not exceed 100 barrels. Herrings were, as usual, plentiful in the spring, and a good catch was made. Alewives, shad and bass show no increase. The great destruction of young bass in smelt nets will prevent any improvement in this fishery, and will, in all probability, cause the extinction of the species in our rivers. Smelt and frost-fish show larger returns than last year. I would urge that licenses do not issue earlier than 1st December, for even at that date the ice is unsafe for fishing. I send another large return of oysters. The quantity would be still larger but for heavy westerly

winds which prevailed and interfered with raking. As long as the beds will pay for constant raking there will be no voluntary cessation, and as the yearly close season is quite insufficient to preserve the beds, their complete destruction is only a question of time, and that time is not far off. Leasing the beds might not give general satisfaction, but this measure seems to be the only one that will save them from utter extinction."

Overseer Stymast, of Tabusintac district, reports a serious decrease in the catch of salmon, alewives, trout and bass. With respect to the latter fish, Mr. Stymast says that when smelt nets are set before the 1st December large quantities of young bass are killed. The returns show a decreased catch of smelts; but Mr. Stymast is of opinion that if the quantities lost by soft weather and those thrown away on account of their small size are taken in, the catch would exceed that of last year. For the reasons given above—to save the destruction of young bass and to prevent the loss of smelts from soft weather—he thinks that no licenses for bag nets should be issued before 1st December.

Overseer Robichaud, of Neguac and Portage Island district, reports a greatly decreased catch of all kinds of fish. Four out of the six lobster factories in the district were shut down for want of lobsters to keep them running. Both cod and herring gave poor returns. Salmon gave only half of last year's catch. Mackerel were plentiful, but only four boats were fishing. Smelts were not so numerous as formerly and a considerable quantity was lost from soft weather.

Overseer Wise, of Chatham and Lower Newcastle district, reports as follows:—"The salmon catch up to the 20th June was good, but from that date to the end of the season fish were very scarce, and the returns are nearly 50 per cent. less than last year. The catch of fall bass was also very small; that of smelts was large, but prices were unremunerative, owing to the glutted state of our usual markets. Were no licenses issued until 1st December, both shippers and fishermen would be benefited."

Overseer Hogan, of Newcastle and North Esk district, reports a fair catch of salmon and smelts, but a very poor catch of bass. A late run of salmon in October gave rise to much illegal fishing, the proceeds of which found an easy outlet by means of the Intercolonial Railway whose officials are always ready to assist the poacher and illegal shipper, while throwing every obstacle in their power in the way of officers who seek to detect them. A whole car-load of contraband fish and game was seized a few weeks since; but by far the greater part shipped escapes detection. It seems somewhat strange that mere arbitrary rules of the railway department can over-ride the laws of the land, and that articles which these laws declare to be contraband, illegal, and subject to confiscation, are perfectly safe when placed in the care of railway officials.

Overseers Parker, of Derby, *Bamford*, of Blissfield, and *Freeze*, of Doaktown, report poor catches of salmon and alewives, which are the only commercial fishes in these districts. These districts are now all traversed by railroads, one on each side of the river, and the former facilities for exporting illegal fish are now doubled. Some more effective means will be necessary to protect the fish in these difficult parts of the river.

KENT COUNTY.

Overseer Guimon, of the St. Louis district, reports a very poor catch of salmon compared with that of last year, which was, however, exceptionally good. Mackerel in great schools and of fine size and quality struck in shore about 10th July, and a good catch was made with hook and line. Preparations for more extensive and vigorous fishing are being made and freezers are being built so that the fish can be shipped for market fresh. Bass fishing was good in autumn though the weather was unfavorable for net fishing. Lobsters were scarce and poor. After the middle of June the factories were idle half the time for want of fish. The catch of smelts was very large; but losses from soft weather at both ends of the season, have reduced the returns made. Mr. Guimon strongly urges that no licenses be issued in future before 1st December.

Overseer Hannah, of Richibucto district, says:—"Mackerel, herring, hake, and cod, all show a small improvement on last year's catch. Lobsters were both scarcer and smaller than last year, requiring about seven to fill a pound can. The twelve factories in this district did not put up much more than half the quantity packed last year. Smelts show an increased catch, and the fishery is now being pursued on a still larger scale.

Warden Harnett, of the Upper River district, reports smelts and alewives plentiful, but bass very scarce."

Overseer Girouard, of Buctouche district, reports about an average catch of all kinds of fish, except salmon and bass which were scarcer than usual. Mackerel were of good quality and brought good prices. Alewives were more plentiful than last season, and though fewer men pursued this fishery, a fair catch was made. Cod fishing was pursued with difficulty, owing to very unfavorable weather during the greater part of the season. Spring herrings were more plentiful than usual, and a good catch was made. Smelt fishing was pursued on a large scale, and in the early part of the season fish were very numerous. The catch of lobsters was about the same as last year.

Overseer Cormier, of Cocagne district, says:—"The returns show an increased catch of herring; but though the quality was better than usual, prices were so low as to be unremunerative. The catch of mackerel was small; fish were plentiful but did not take the bait as in former years. In the early part of the season, lobsters were of good size, and though getting scarcer as the season advanced, a very good catch was made. Smelts were plentiful and the returns largely exceed those of last year."

Overseer Leblanc, of Legerville at the head of Canaan river, reports trout plentiful in all lakes and streams. Formerly these waters were netted and the fish destroyed by every kind of illegal fishing, without regard to times or seasons. They are now protected and the law obeyed in the neighborhood. As these waters are easy of access from Moncton and other places on the line of railway, they afford excellent fishing to anglers who visit them during the summer season.

WESTMORELAND COUNTY.

Overseer Deacon, of Shediac, reports as follows:—"There were twenty lobster factories in operation this season, and several new ones will be started next summer. The returns show a decrease of 220,944 lbs. from the quantity canned last year. As long as the present overfishing is allowed, and new factories permitted to crowd in on limits already too small, this annual decrease will become greater. A good catch of fine quality mackerel was made, and high prices for export in ice. Preparations are being made for the prosecution of this profitable fishing on a large scale. The returns show a large falling off in the catch of smelts, and there can be no doubt that the vast drain annually made on the supply is showing visible effects not only on the quantity caught, but on the average size of the fish which has been reduced nearly one half. This season, as last, large quantities were lost from soft weather at both ends of the season. To avoid this waste, licenses should not issue until 1st December, and they should expire on 1st February instead of 15th. Even then the quantity caught will keep all the usual markets so glutted that prices will remain at their lowest ebb."

Overseer Goodwin, of Bay Verte and Sackville district, reports an average catch of all kinds of fish. He says:—"Herring, as usual in the spring, were plentiful, and a good catch was made. In September schools of fine herring, fat and large and equal to Canso best, made their appearance in the bay. They were soon followed by schools of extra quality mackerel, accompanied by vast numbers of young fish called "tinkers," which were not worth catching. Bass and alewives were scarce, and the catch of shad in Sackville fell much below the returns of last year."

Overseer Cormier, of Dorchester district, reports a serious falling off in the shad fishery. The catch will not much exceed half the quantity taken in average years;

but the quality was good and the whole catch brought high prices. Mr. Cormier again urges the making of a regulation which will prohibit shad fishing until the 2th June, and restrict each boat to the use of 200 fathoms of net. He is strongly of opinion that overfishing is the cause of the steady decrease in this fishery. As these changes will meet the wishes of a great majority of fishermen, I see no reason why they should not be made.

ALBERT COUNTY.

Overseer Stewart reports a decrease in the catch of all kinds of fish. The steady decline of the shad fishery for some years past has led to the abandonment of all the weirs that were formerly built in this county, and less interest is now taken in line fishing. The home demand for fish is now supplied by purchase more cheaply than it can be caught, and there is no inducement to renew worn out nets and lines. Gaspereau still visit the lakes to spawn and some salmon still spawn in the rivers; but neither species is numerous enough to induce systematic fishing. All the lakes and streams are well supplied with trout, and these attract numbers of anglers who generally find excellent sport.

VICTORIA COUNTY.

Overseer Ryan, of the upper division, reports a very poor season for salmon, which he attributes to lowness of the water. He still complains of illegal fishing in the Tobique, and urges the employment of more special guardians whose whole time and attention should be given to the work. If the present resident wardens were dispensed with and three travelling guardians employed from July until October, much of the illegal fishing so common on the Tobique could be prevented.

CARLETON COUNTY.

Overseer Lindsay, of the Upper Division, reports salmon scarcer than usual until late in September, when the spawning beds were reached. Trout are always plentiful and as no fishing, except by rod and line, has been allowed in the district since his appointment the numbers do not diminish.

Overseer Burt, of the lower division, says:—"The run of salmon was much smaller than last season, and very few were legally caught in this district. At the upper end, where I have long urged that a warden should be appointed, spearing and illegal netting were done to such an extent, that by direction of the inspector I employed a special guardian during the whole fishing season, whose presence on the spot and attention to his work put a stop to these practices. I am very sorry to report, however, that the fish escaped in this division only to perish by the same illegal means when they reached the Tobique." This district is too large for a single officer to guard, and I would again recommend that a warden, to act under *Overseer Burt*'s direction, be appointed at the upper end, which is ten miles from his residence.

Warden Scott, at Eel River, reports a very light run of salmon. Only nine nets were set in his district, and these took very few fish. He reports no illegal fishing, and no disposition on the part of fishermen to violate the law.

YORK COUNTY.

Overseer Orr reports as follows:—"There has been a great falling-off in the number of salmon ascending the St. John this year. I have seldom known fish so scarce in this county. Bass and shad have been almost unknown this season above Fredericton. This extreme scarcity of fish has reduced the incentives to poaching, and the wardens have had but little trouble in enforcing the law on the main river. On the south-west Miramichi, above Boiestown, there has been very little illegal fishing done, though the extreme lowness of the water all summer was favorable for the poacher. Below Boiestown and thence to the head of tide, I found the river in a bad state, giving evidence of great negligence on the part of officers. I made three special trips from Boiestown to Derby during the summer, and on each occasion I

took a large number of spears and illegal nets, and saw every evidence of extensive poaching, which, under the present system, will never be prevented."

Warden Cronkhite, of Southampton, who has a very large district, in which no fewer than thirty nets are set, reports the best catch on the river, amounting to 3,258 pounds, which do not appear in the returns, his report not having reached me until the general statement had been sent forward. He reports good order in the district, and compliance with all the requirements of the law.

SUNBURY COUNTY.

Overseer Hoben reports a good catch of alewives, a fair catch of shad, but an almost total failure of salmon. The quantity of pickerel and perch caught for export to the United States increases every year. At present there is no close time to protect these fishes in their spawning season, and they are caught without restraint at all times. Mr. Hoben urges that a close time of three months, covering their spawning season, be provided to keep up the supply, which must surely diminish under the present excessive fishing.

QUEEN'S COUNTY.

Overseer Hetherington reports a fair catch of alewives and shad, but a great scarcity of salmon. The pickerel fishery has now become more valuable to the county, in a commercial point of view, than the salmon fishery ever was. The latter were never exported in any considerable number; but the former have been sent to the United States markets in large quantities, for some years past, and have brought fishermen and dealers good returns. In view of the rapid growth of the pickerel and perch fisheries in the county, and of the extent to which they are now pursued, Mr. Hetherington agrees with Mr. Hoben that a close season to cover their spawning time has become necessary.

Warden Phillips, of Canaan River, thinks that shad and alewives were as plentiful as last season in the river, which may well be the case, as so few were caught in the lake below. He reports a good observance of the law, and has no fines nor prosecutions to record.

KING'S COUNTY.

Overseer Belyea, of Westfield and Belle Isle district, has not a cheering report to make. The catch of every kind of fish frequenting the river has been poor. Salmon, shad, bass and alewives have all been scarcer than he has ever known them, while sturgeon have almost disappeared. These fluctuations are not without precedent, next season's catch may be as cheering as that of the present is depressing.

Overseer Gosline, of Kennebecasis and tributaries, has the same rather cheerless story to tell of a great scarcity of all kinds of fish. The only species that show any increase in the catch are pickerel and perch, and these are becoming plentiful in all parts of the river suitable for their habitat. Several thousand pounds have been caught for export.

ST. JOHN COUNTY.

Overseer O'Brien, of St. John and Lepreau districts, reports as follows:—"The catch of salmon shows a great decrease compared with that of last year. Alewives show a great falling off, fully 40 per cent. from the returns of last year. Shad show a small increase. Herring gave a better catch than last year. The lobster fishery was more vigorously pursued than in past years, with a corresponding and satisfactory increase in the catch, the bulk of which was sent to the United States fresh. The duty of \$2 per barrel on alewives imposed on our fish had the effect of restricting their consumption in the States, and they were shipped to Boston in bond for export. During the present year the 'cut fish' trade has assumed large proportions. Four establishments in the city are now operating extensively. Cod is the principal kind used. The boxes are neatly made and labeled, and contain five, ten and twenty-five pounds each of fish. There is a growing demand all over the Dominion for the

fish thus prepared for immediate use. All the bones and trimmings are used in a glue factory near the city, and no waste is made. The preparation of herring as 'bloaters,' is another large business, rapidly growing larger, to which has lately been added the Scotch process of 'kippering,' which makes a nice relish for breakfast and lunch." Mr. O'Brien attributes the great and steady decrease in salmon to years of over-fishing, which has not left enough parent fish to keep up the supply. In this belief I entirely agree, and the same cause that made the scarcity is still more actively at work to prevent any permanent improvement. This is true not only of the St. John River, but of every other salmon river in the Province. Mr. O'Brien thinks the only feasible mode of increasing the supply is to prohibit catching them entirely for two years. No doubt this extreme measure, if feasible, would largely increase the supply of following years; but in a few years more the same scarcity would be produced by the same over-fishing.

Overseer Skillen, of St. Martins, writes as follows:—"I have nothing extraordinary to report from my district. The aggregate catch of fish exceeds that of last year, notwithstanding a small show of herring in consequence of the suspension of fishing in many of the best places during the spawning season. I had some difficulty in keeping the spawning grounds clear of vessels; but was not obliged to resort to extreme measures. The lobster fishery in the western part of the district was prosecuted with great industry and with encouraging results. The great bulk of the catch was exported fresh."

CHARLOTTE COUNTY.

Overseer Todd, of Ste. Croix district, reports salmon scarce, and very few were taken with the rod compared with last season. The Commissioners of Fisheries for the State of Maine, with that foresight and liberality which have distinguished them since their accession to office, placed last year 200,000 young salmon in Grand Lake stream, a tributary of the St. Croix, in which Commissioner Stilwell has always taken the greatest interest, knowing it to be the source whence that river must, in future, derive its new stock. The same number was placed in the other branch of the river at Vanceboro' from the St. John hatchery, so that there is now every reason to look for the rapid re-stocking of what was once the best salmon river in Maine and New Brunswick. The principal obstacle to this desirable end is the illegal fishing which is pursued at the head of the tide, in the neighborhood of the fish-ways. The Maine Commissioners have employed a night watchman on the American side of the river, and Overseer Todd, acting in consort with them, has employed another on the Canadian side; the concerted action of these guardians has had the effect of putting a stop to this illegal work, and the best results may now be expected. The fish-ways at Milltown are all in good repair, and an excellent one was built at Baring last summer. The sardine fishery is now pursued as far up the river as Oak Bay, and a large quantity has been caught, which found a ready market at good prices.

Overseer Campbell, of St. Andrew's Bay, reports as follows:—"About the usual number of boats and men has been engaged in the fisheries of this district, and the result does not show any decrease in the catch compared with past years. A large number of boats from Campo Bello, La Tête, Deer Island, and other places, has been fishing in the bay this season; their catch does not appear in the returns. With more traps set than last year, their catch of lobsters has been small; the average size remains about the same, and the whole catch was sold to the Eastport factories. The returns for line fish are smaller than last year, but the catch of net herrings was larger. Very few herring were smoked in the district; those, too large for sardines, were sold at low prices for smoking elsewhere. There has been a large increase in the catch of sardines, and a ready sale for all caught. Early in August immense numbers of squid drove the schools of herring into all the small coves and inlets, which were so crowded with fish that they could be scooped up with dip-nets. They sold readily at \$5 to \$7 per hogshead, and large wages were made. I have no doubt that the catch would have been quite as large had a torch never been lighted, and it would have been more evenly distributed among the boats."

After a time boats from other places began to use torches and go out late at night. This broke up the schools and soon only those who used lights got any fish, and the practice became general in utter defiance of the law which prohibits this destructive mode of fishing. In a short time the fish were driven into deep water and disappeared from the bay. Up to the present time (31st December), they have not returned, though large preparations have been made for the winter fishing. The demand for sardines seems to increase, and despite the destructive fire in Eastport, it has not fallen off. Other factories have started up in place of those consumed, and the canning business has shown no signs of diminution. I have just been asked if coal tar could be used for torches in 'driving,' and have been told that it is used for that purpose since paraffine has been forbidden. It is quite impossible to follow fifty or sixty boats in the night, scattered miles apart, to ascertain whether the torch is made of oil, tar or bark. The torchers know this, and it is safe to conclude that the kind of torch most easily and cheaply procured, and most effective for the purpose, will be used by those whose object is immediate gain, regardless of the consequences to the future of the fishery. The only way to prevent the use of injurious articles is to stop the use of any kind of lights, the effect of which is to break up the schools and drive the fish away. There is a class of men who have no thought or care for the protection of a profitable industry; these can be restrained only by the strong hand of the law." I entirely agree with the conclusions arrived at by Overseer Campbell, during the short time he has been acting as a fishery officer, and his testimony is all the more reliable because it corroborates that of older officers, and of all fishermen whose experience enables them to speak with confidence on the subject. I can only add my voice to that general condemnation of a most unwise and destructive mode of fishing, one that, if allowed to continue, will result in driving the herring from all our inland waters.

Overseer Ash, of Beaver Harbor, reports a falling off in the catch of some kinds of fish, and an increase in that of other kinds. Cod, haddock and hake show smaller figures than last year. The catch of lobsters was larger, as was that of sardine herrings, which is the principal fishery of the district. Mr. Ash did not commence his official duties as overseer until the season was near its close, and he has not had time to acquire that intimate knowledge of the district and its needs, which a longer experience will give him.

Overseer Lord, of Deer Island and La Tête district, reports as follows:—"The returns show a slight increase in the catch of cod and pollock, but a great falling off in hake and haddock. The price of hake was too low to induce fishermen to follow the business with their old vigor and perseverance, while the almost total absence of haddock, inshore, rendered fishing useless. Very few herrings have been salted, and still fewer have been smoked this season. This has been owing partly to the scarcity of suitable fish; but principally to the fact that salted and smoked fish are subject to duty in the United States, while fresh herring are not. The winter catch for freezing was very good last season; but apprehensions are expressed that fishing will not be good in the bay this winter, as no herring have returned there since the torches drove them out, and none are there at the present date. A larger catch of lobsters was made, fair prices and a good demand stimulated fishing. The catch of sardine herrings was larger than last year, but the greater part in this district was taken early in the season. After July, the fish were driven in shore by immense numbers of squid, and the few taken in weirs were too large for sardines. In former years there was always a good run of sardine herrings in the fall; but for the last two years they have been driven into deep water by 'torching.' I have been blamed in certain quarters for expressing my honest opinion in this matter, and have been charged with interested motives; but I must still express my conviction, founded on years of experience and observation, corroborated by men whose judgment is better than my own, that this mode of fishing is injurious to all, because it drives the fish beyond the reach of both nets and weirs."

Overseer Brown, of Campo Bello, reports an increased catch of all kinds of fish. Hake and haddock were more plentiful in the district than last season, and a better

catch was made. Pollock was in good demand, at a fair price, and good catches were made. Weir fishing was also better than last year; but the low figure paid for smoked herring has reduced operations in this branch of business, while a brisk demand and good prices have led to more extensive fishing, and a good business was done, so that, on the whole, fishermen have made a fair year's work.

Overseer McLaughlin, of Grand Manan, reports that "the season's fishing has resulted in an increased catch of all kinds of fish, which the people have worked most at. Mackerel were plentiful for the first time since 1854. Had our fishermen been prepared for this unexpected visit from their old friends, great catches might have been made. Some of the weirs took large numbers; about 200 barrels were secured, which sold readily at good prices. Herring were plentiful, but the small fish fit for smoking were not as fat as usual. Line fishing has been less followed than in former years, and the returns show no increase. More lobsters were taken than for several years past. The whole catch was sold fresh to American buyers." Mr. McLaughlin urges that if torching is allowed in Grand Manan waters, it should be under special license, and that the use of oil and coal tar be strictly prohibited, and that no torch be allowed to fish nearer than 1,200 feet to any weir, whose license fee for the year has been paid. The change in the fishery policy of the Dominion consequent on the action of the United States Government made it necessary for Overseer McLaughlin to employ assistance in keeping American fishermen outside the limits. He reports that, with this assistance, he has had no serious difficulty.

I have the honour to be, Sir,

Your obedient servant,

W. H. VENNING,

Inspector of Fisheries, N. B.

Return showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, &c., in the Province of New Brunswick, for the Year 1886.

District.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.						KINDS OF FISH.							
	Vessels.			Boats.			Nets.		Weirs.		Smelt Nets.		Lobster Traps.		Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Alewives, barrels.
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.	No.	Value.	No.	Value.						
<i>Restigouche.</i>			\$			\$														
From Tide Head to Dalhousie.....	.....	.....	.....	.....	35	350	35	8370	.....	.....	.....	.....	200	150	81452	.....	.....	.....	.....	.....
From Dalhousie to Belledune.....	.....	.....	.....	.....	105	1050	215	9439	.....	.....	5	200	4570	2285	233472	.....	.....	.....	40	.....
Totals.....	.....	.....	.....	.....	140	1400	250	18009	.....	.....	5	200	4770	2435	314924	.....	.....	.....	40	.....
<i>Gloucester.</i>																				
Petit Rocher.....	.....	.....	.....	.....	100	2500	200	5000	.....	.....	.....	.....	2000	1500	70000	.....	450	.....	1200	.....
Bathurst.....	.....	.....	.....	.....	50	1250	108	7000	.....	.....	8	240	.....	.....	83125	.....	200	.....	500	.....
New Baden.....	.....	.....	.....	.....	150	7500	300	4500	.....	.....	.....	.....	5070	3500	200000	.....	1500	2000	2800	.....
Upper Carraquet...	7	82	2700	25	131	28700	380	5370	3276	.....	20	600	4180	.....	.....	.....	50	.....	4700	.....
Lower Carraquet...	6	77	2000	24	134	3300	402	8950	2850	.....	19	570	5000	.....	.....	.....	30	.....	2000	.....
Grand Anse.....	.....	.....	.....	.....	95	3800	260	2600	1870	4	.....	.....	6000	6000	12000	.....	400	12000	1000	.....
Miscou Island.....	.....	.....	.....	.....	94	2460	210	360	576	.....	2	70	12400	12400	.....	.....	10	.....	300	.....
Shippegan.....	11	139	3850	36	175	14798	449	8280	6210	.....	24	720	12400	12400	8900	.....	90	1500	1325	.....
Pokemouche.....	.....	.....	.....	.....	58	1450	102	2380	1574	.....	38	620	1900	1200	24800	.....	164	5584	1870	.....
Tracadie.....	6	97	1960	18	92	2210	182	5248	980	.....	81	1595	5100	5100	16000	625	40	16724	1120	57
Totals.....	30	395	10010	103	1079	65946	2585	36366	4	160	190	4415	53980	51280	413025	1125	2934	37288	15715	316

RETURN showing the Number, Tonnage and Value of Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	KINDS OF FISH.												FINE PRODUCTS.				VALU.			
	Cod, cwt.	Hake, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bas, lbs.	TROUT, lbs.	SQUID, barrels.	Flounders, lbs.	Smelt, lbs.	Kels, barrels.	Sardines, bbls.	Oysters, barrels.	Lobsters, tons.	Lobsters, cans.		Fish Oil, gallons.	Fish used as bait, barrels.	Fish used as manure, barrels.
<i>Restigouche.</i>																				
From Tide Head to Dalhousie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
From Dalhousie to Bellefune.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<i>Gloucester.</i>																				
Petit Rocher.....	1000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bathurst.....	1600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Bandon.....	3000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Caraque.....	14729	219	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower Caraque.....	21000	1600	2500	200	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Anne.....	1900	400	1600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miscou Island.....	1800	10	130	10	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shippegan.....	14150	1000	2100	760	4700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pokemouche.....	663	95	119	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tracadie.....	1460	352	555	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	61202	3676	7004	1636	9350	120	7533	13600	50	2400	1628620	260	100	15047	1391	2337452	45084	21080	10165	1,073,260 08

Return showing the Number, Tonnage and Value of Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

District.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.						KINDS OF FISH.										
	Vessels.			Boats.			Nets.		Weirs.		Smelt Nets.		Lobster Traps.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, smoked, in boxes.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.	No.	Value.	No.	Value.									
<i>Northumberland.</i>																							
Point Escurtiac to Bay du Vin.	1	14	200	2	60	2500	160	4700	4700 00	...	...	40	800	8600	...	63000	150	1000	85	5000	500	...
Tabusintac to Grandes Dunes.	...	...	...	...	105	2100	215	11234	3370 00	...	...	80	2400	1400	...	41930	...	...	70	...	1200	...
Tabusintac River and Bay.	...	...	...	...	14	426	28	500	250 00	...	...	123	3425	2800	1950	...	1440	...	...	10	2000	...
Hardwicke to Glenelg.	2	40	1200	10	90	1800	150	10000	2500 00	...	...	121	2420	...	...	...	33490	...	...	10	...	250
Bay du Vin to Beauhair's Island	...	...	...	...	88	1760	88	7240	7000 00	...	...	300	6000	...	...	...	66500	500	...	...	...	...
Newcastle to North Esk	...	...	...	...	...	...	...	2000	3000 00	...	...	44	1100	...	...	...	91453	...	...	...	...	...
Derby	...	...	...	...	...	...	...	1915	574 50	...	...	...	...	...	...	...	18500	...	...	...	...	...
Blackville	...	...	...	...	40	450	90	1214	280 00	...	...	...	...	...	...	...	2315	...	...	...	...	...
Blacksfield	...	...	...	...	...	...	...	200	100 00	...	...	...	...	...	...	...	2325	...	...	...	...	...
Doaktown to Boiestown	...	...	...	...	...	...	...	500	250 00	...	...	...	...	...	...	...	1200	...	...	...	...	...
Totals	3	54	1400	12	397	9030	741	39818	22034 50	...	...	708	16145	12800	11960	34	322143	650	1000	265	7000	1950
<i>Kent.</i>																							
Kel River to Kouchibouguac.	...	...	...	...	180	4200	368	6000	5200 00	...	...	100	2950	11000	11000	...	15000	...	2000	350	10900	3500
Kouchibouguac to Chockfish River.	9	210	6300	59	162	4860	490	5000	4200 00	...	...	231	9240	12800	12800	...	11440	...	...	4620	8000	4220
Richibucto River and Branches.	...	...	...	...	200	900	300	4500	600 00	...	...	68	1850	...	...	...	...	...	...	...	...	...
Buctouche River and Bay	...	...	...	...	168	3802	350	10841	4573 00	...	...	28	120	6250	6250	...	...	...	...	233	1440	2663
Oceagne	...	...	...	...	275	5500	550	16500	8250 00	...	...	55	1100	5896	5896	...	...	...	...	600	2400	6000
Totals	9	210	6300	59	1063	15952	2046	42641	22828 00	...	...	28	572	20021	35936	2	26440	...	2000	5903	21840	16383

Return showing the Number, Tonnage and Value of Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

District.	Kinds of Fish.														Fish Products.					Value.				
	Alwives, barrels.	Cod, cwt.	Cod Tongues and Soules, barrels.	Hake, cwt.	Hake Soules, brls.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bas, lbs.	TROUT, lbs.	Frostfish, lbs.	Flounders, lbs.	Smelt, lbs.	Percb, lbs.	Kels, barrels.	Sardines, barrels.	Oysters, barrels.	Lobsters, tons.	Lobsters, cans.		Fish Oil, gallons.	Fish used as bait, barrels.	Fish used as man- ure, barrels.	\$ cts
Northumberland.	15	550	...	150	500	100	...	20	12000	...	60000	2000	84000	...	...	...	...	3000	...	180000	50	2500	10000	73 462 50
	...	940	...	150	400	...	500	...	16000	1000	...	...	62311	...	30	...	...	...	...	12000	476	1500	100	28 184 28
	100	...	...	...	...	...	...	...	3000	2000	...	...	206816	...	200	...	...	...	...	77000	...	700	...	29 888 98
	150	...	...	...	...	...	...	60	7000	...	16000	5000	193680	...	6	...	...	6000	...	...	...	500	...	41 208 30
	1000	...	...	...	...	...	...	...	2700	250	450000	5000	105000	...	20	1000	450	...	...	...	...	5000	...	109 907 00
	50	...	...	...	...	...	...	...	38680	1500	...	...	210700	...	1500	...	...	...	...	...	...	...	...	47 644 08
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3 700 00
	40	...	...	...	...	...	...	20	...	1200	...	...	15000	...	...	...	...	...	...	...	...	...	...	2 127 00
	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	775 00
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 00
Totals	1370	1490	...	300	900	100	500	100	78380	5960	526000	12000	1792407	...	1756	1000	9950	...	289000	528	4703	15600	...	386 956 02
Kent.	200	150	...	600	600	...	...	15	8000	800	100000	1000	327500	6000	110	...	...	350	...	300000	280	6000	...	107 743 50

	184	2100	29	2400	5400	...	5000	29	5680	4500	14000	19000	1101000	5400	78	...	380	...	610000	1400	4200	290	280 185 80	
	873	...	...	...	...	...	...	...	1000	600	5000	1000	300500	3000	951	...	286	...	...	...	...	...	...	31 614 00

	403	16	...	180	536	...	271	...	...	...	...	2030	983948	...	64	...	750	4	189951	241	2793	50	76 880 04	
	100	25	...	40	...	...	...	...	2000	850	3025	...	275000	...	55	...	1200	12	289152	38	5250	500	103 989 55	
Totals	1762	2293	29	3200	6586	30	5271	44	17180	8356	108275	29200	2337948	14400	1257	...	2986	16	1389104	1939	18243	840	580 832 89	

Return showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.								KINDS OF FISH.						
	Vessels.			Boats.			Nets.		Weirs.		Smelt Nets.		Lobster Traps.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, frozen.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.	No.	Value.	No.	Value.							
<i>Westmoreland.</i>	Shediac to Botsford.....	.....	.....	.....	700	10500	.....	10000	.....	.....	200	4000	15000	.....	.....	1000	.....	4000	.....	13000	.....
	Dover and Gantreau.....	.....	.....	.....	24	1440	48	6000	.....	.....	.....	.....	.....	.....	30	.....	.....	.....	.....	50	.....
	Pré d'en haut and Belliveau.....	.....	.....	.....	18	1088	36	4500	.....	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....
	Dorchester.....	.....	.....	.....	.....	.....	8	500	.....	3	60	.....	.....	.....	.....	.....	.....	.....	.....	80	.....
	Rockport and Wood Point.....	.....	.....	.....	15	900	80	3750	.....	2	40	.....	.....	.....	10	.....	.....	.....	.....	20	.....
	Baie Verte and Sackville.....	.....	.....	.....	32	1050	60	4500	1300	.....	4	60	.....	.....	.....	2850	.....	50	.....	1500	.....
	Totals.....	.....	.....	.....	789	14970	182	29250	14230	5	100	4080	15000	.....	60	3850	645	4000	.....	14650	.....
<i>Albert.</i>	Hopewell Point to Wolf River.....	.....	.....	.....	11	550	24	2750	1000	1	30	.....	.....	100	.....	.....	.....	.....	.....	800	.....
	<i>Victoria.</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<i>St John River</i>	.....	.....	.....	.....	10	120	20	200	400	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....
	Tobique.....	.....	.....	.....	6	72	12	120	240	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....
	Aroostook!.....	.....	.....	.....	4	48	8	80	160	.....	.....	.....	.....	8	.....	.....	.....	.....	.....	.....	.....
	Totals.....	.....	.....	.....	20	240	40	400	800	.....	.....	.....	.....	28	.....	.....	.....	.....	.....	.....	.....
<i>Carleton.</i>	Carleton Co. Line to York Co. Line	.....	.....	.....	30	650	60	620	325	.....	.....	.....	.....	.....	.....	4500	.....	.....	.....	.....	.....
	Head Waters of Miramichi!.....	.....	.....	.....	20	400	40	.....	.....	.....	.....	.....	.....	.....	.....	1800	.....	.....	.....	.....	.....
	Totals.....	.....	.....	.....	50	1050	100	620	325	.....	.....	.....	.....	.....	.....	6300	.....	.....	.....	.....	.....

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	KINDS OF FISH.													FINE PRODUCTS.				VALUE.		
	Herring, smoked, in boxes.	Alwives, barrels.	Cod, cwt.	Hake, cwt.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Frost Fish, lbs.	Flounders, lbs.	Smelt, lbs.	Pickarel, lbs.	Perch, lbs.	Beils, barrels.	Oysters, barrels.	Lobsters, tons.	Lobsters, cans.	Fish Oil, gallons.		Fish used as bait, barrels.	Fish used as ma- nure, barrels.
Westmoreland.	2500	.....	20	.....	20	8000	3500	6000	2500	658970	.....	.....	150	100	100	573552	.....	6296	4000	260,335 00
	480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	5,552 00
	8	.....	360	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	3,972 00
	2	.....	225	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	452 75
	670	250	.....	.....	500	500	650	600	.....	14000	.....	.....	9	.....	.....	.....	.....	2000	650	2,518 50
Totals	3170	250	25	.....	1597	3500	4150	6600	2500	870870	.....	.....	159	100	103	573552	40	8296	4650	290,498 75
Albert.	150	147	1000	.....	4000	.....	.....	.....	.....	.....	.....	.....	.....	.....	125	.....	.....	16,947 00
Victoria.	20	.....	3000	.....	.....	.....	.....	500	500	200	.....	.....	.....	.....	.....	2,420 00
St. John River	5000	.....	.....	.....	.....	200	.....	.....	.....	.....	.....	.....	.....	492 00
Tobique	144 00
Aroostook
Totals	20	.....	8000	.....	.....	.....	.....	700	500	200	.....	.....	.....	.....	.....	3,056 00
Carleton.	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,400 00
Carleton Co. Line to York Co. Line.	13000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,080 00
Head Waters of Miramichi	50	.....	12000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,480 00
Totals	50	.....	12000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Return showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.							
	Vessels.			Boats.			Nets.		Weirs.		Smelt Nets.		Lobster Traps.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Value.	
YORK.			\$			\$	15	30	\$	425			\$	
YORK COUNTY LINE TO SUNBURY COUNTY LINE.														
SUNBURY.														
Totals														
QUEEN'S.														
Totals														

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	KINDS OF FISH.										FISH PRODUCTS.			VALUE.
	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Alwives, barrels.	Cod, cwt.	Pellock, cwt.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Pickarel, lbs.	Hels, barrels.	Fish Oil, galls.	Fish Bones, barrels.	Fish Guano, tons.	
<i>York.</i>														\$ cts.
York County Line to Sunbury County Line	9000					75	4800							2,838 00
<i>Sunbury.</i>														
River St John	100		20			20	1000		18000					1,140 00
Gagetown	500		21			18	500		2000	4				514 00
Upper Gagetown			10			80								840 00
Barton	107		10			10								180 00
Oromocto			20			20	1000		10000					910 00
Oromocto and French Lake			100				1000		20000					1,860 00
Lakeville and Maquapit Lake	100		500			10	4000		30000	10				4,260 00
Sheffield			20			5			5000					170 00
Upper Sheffield	100		20			5	1000		5800	4				418 00
Maugerville			40											580 00
Totals	900		781			118	8500		85000	14				10,140 00
<i>Queen's.</i>														
Washademoak Lake			600			450	300	500	40000	50				9,798 00
Canaan River	160		30			40								550 00
Totals	150		636			490	300	500	40000	50				10,348 00

Return showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.						KINDS OF FISH.						
	Vessels.			Boats.			Nets.		Wairs.		Lobster Traps.	Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.	Herring, frozen, number.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.									
<i>King's.</i>																			
Bel'e Isle.....	.....	.....	\$	13	18	540	360	.....	.....	.....	.....	.....	7548	.....	.....	.....	408	.....
Westfield.....	.....	.....	.....	25	375	1545	936	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nerepis.....	.....	.....	.....	6	60	600	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kentbecasis and Smith's Creek.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	44	630	2685	1596	.....	.....	.....	.....	.....	7548	.....	.....	.....	443	.....
<i>St John.</i>																			
Quaco Head to Lepreau, including St. John Harbor...	32	520	10000	120	6500	85080	60900	33	10000	4200	4200	4200	100000	.....	30000	6000000	18000	9783	1000
St. John Harbor to Goose River, St John County.....	15	318	18000	60	260	1300	1500	.....	.....	600	450	.....	.....	30	1200	.....	.....	.....	1700
Totals.....	47	838	28000	180	6700	86300	61500	33	10000	4800	4650	4650	100000	.....	31200	6000000	18000	9783	2700
<i>Charlotte.</i>																			
St. Odoix.....	.....	.....	.....	35	2275	105	105	8	320	.....	.....	.....	5000	80	350	.....	.....	600	70
St. Andrew's Bay...	11	190	6200	58	3950	168	8500	47	18175	900	900	900	.....	146	100	3033600	1000	.....	703
La Tête to Beaver Harbor.....	28	420	5500	140	3000	25000	12500	52	5200	3000	3000	3000	.....	80	500	3500000	15000	.....	1900
Deer Island.....	20	325	10500	100	2400	14000	7000	76	45000	2000	1500	1500	.....	130	100	8000000	10000	.....	800
Oampo Bello.....	17	302	10450	72	136	5849	179	9359	6218	26	11600	1050	953	.....	1392	489700	105950	.....	1012
Grand Manan.....	8	168	8000	40	450	25000	12500	38	38000	5000	5000	5000	.....	2000	12000	5000000	925000	.....	8008
Totals.....	84	1405	40750	410	1040	87234	49578	247	118996	11950	11352	11352	5000	2386	14412	15023300	1056950	600	11585

RECAPITULATION showing the Quantity and Value of Fishing Material, &c.—New Brunswick.

District.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.					
	Vessels.			Boats.			Nets.		Weirs.		Smelt Nets.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathom.	Value.	No.	Value.	No.	Value.
Ristigouche	30	395	10010	103	140	1400	250	18049 09	4	160	193	200
Gloucester	3	64	1450	13	337	65968	2635	38346 00	4	160	193	200
Northumberland	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
Kent	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
Westmoreland	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
Albert	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
Victoria	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
Carleton	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
York	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
Sunbury	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
Queen's	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
King's	9	210	6300	59	1045	18962	2048	22034 50	16	28	708	4415
St. John	47	838	26000	190	290	6700	850	88000	33	10000	4900	4800
Charlotte	34	1408	40760	410	1040	71874	1487	87234	247	118396	11950	11352
Totals	178	2902	84460	774	5179	193937	8585	239581 50	306	138713	1679	44841
												132603

ENCAPITULATION showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

KINDS OF FISH.

District.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, frozen, number.	Herring, smoked, in boxes.	Alwives, barrels.	Od, cwt.	Od Tongues and Souds, barrels.	Pollock, cwt.	Hake, cwt.	Hake Souds, lbs.	Haddock, cwt.	Habut, lbs.	Sturgeon, lbs.	Shad, barrels.
Brigouche.....	31424	.....	.....	.....	.....	.....	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gloucester.....	41825	.....	.....	.....	.....	.....	18715	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northumberland.....	34	32143	680	1125	2934	37288	1950	.....	.....	.....	61302	.....	.....	.....	.....	.....	.....	.....	.....
Kent.....	2	26440	.....	265	265	7000	1950	.....	.....	.....	1370	.....	.....	.....	.....	.....	.....	.....	.....
Westmoreland.....	60	3850	.....	2000	5903	21840	16383	.....	1284	.....	2293	.....	.....	.....	.....	.....	.....	.....	.....
Albert.....	190	.....	.....	.....	6430	4000	14550	.....	3179	.....	250	.....	.....	.....	.....	.....	.....	.....	.....
Victoria.....	28	.....	.....	.....	.....	.....	800	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....
Carleton.....	.....	6300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
York.....	.....	9000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunbury.....	.....	900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Queen's.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
King's.....	.....	.....	7548	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. John.....	.....	100000	10000	.....	30	.....	3120	600000	18000	.....	3700	.....	.....	.....	.....	.....	.....	.....	.....
Charlotte.....	.....	5000	.....	.....	2866	.....	1442	1502300	106800	.....	11885	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	224	1201723	18798	4125	17869	70128	95160	21023800	1062591	17865	79445	46	16084	22990	29510	15331	55731	16264	5577

RECAPITULATION showing the Quantity and Value of Fish, &c.—New Brunswick—Concluded.

District.	KINDS OF FISH.													FISH PRODUCTS.				VALU.	
	Bass, lbs.	Trout, lbs.	Frost Fish, barrels.	Squid, barrels.	Flounders, lbs.	Smelt, lbs.	Pickarel, lbs.	Perch, lbs.	Reels, barrels.	Gardines, hds.	Oysters, barrels.	Lobsters, tons.	Lobsters, cans.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as bait, barrels.	Fish used as man- ure, barrels.		
Restigouche	2000	7300											3	91704			640	400	78,852 40
Gloucester	7533	1628620			2400				260	100	15047	1391		237452	45084		21080	10165	1,073,260 08
Northumberland	78390	1781407			13000				1768	1010	9960			269000	528		4708	15600	336,955 02
Kent	17180	2387948			23020				1237		2986	16		1389104	1959		18243	840	580,332 89
Westmoreland	8500	670970			2500				159		100	103		673552	40		8298	4650	290,496 75
Albert	4000														125				16,967 00
Victoria	8000								200										3,058 00
Carleton	12000																		2,480 00
York	4800																		2,838 00
Sunbury	8500								14										10,140 00
Queen's	300								50										10,348 00
King's	2504								24										8,264 18
St. John	4000								25								300	400	283,868 00
Charlotte	6500	7000			10000		3000			73191		2492			44101	655	2199	7130	1,483,568 95
Totals	181707	65660	713876	564	49920	6484146	134200	14900	3745	73391	28083	4390	4691813	92788	655	55454	59186		4,180,227 27

RECAPITULATION of the Yield and Value of the Fisheries of New Brunswick, during the Year 1886.

Kinds of Fish.	Quantities.	Prices.		Value.
		\$	cts.	
Salmon	brls. 224	18	00	4,032 00
do fresh, in ice	lbs. 1,201,732	0	20	240,346 40
do smoked	lbs. 18,188	0	20	3,639 60
do in cans	cans. 4,125	0	20	825 00
Mackerel	brls. 17,868	10	06	178,680 00
do in cans	cans. 70,128	0	15	10,519 20
Herring	brls. 98,180	4	00	392,720 00
do frozen	per 100 21,023,300	0	00	126,139 80
do smoked	boxes. 1,081,884	0	25	270,466 00
Alewives	brls. 18,865	4	00	63,460 00
Cod	cwt. 79,445	4	25	337,841 25
Cod Tongues and Sounds	brls. 46	7	00	322 00
Pollock	cwt. 16,084	3	50	56,119 00
Hake	cwt. 22,990	3	50	80,465 00
Hake Sounds	lbs. 29,510	1	00	29,510 00
Haddock	cwt. 13,321	3	50	46,623 50
Halibut	lbs. 55,721	0	06	3,343 26
Sturgeon	lbs. 16,264	0	06	975 84
Shad	brls. 5,577	10	00	55,770 00
Bass	lbs. 131,707	0	06	7,902 42
Trout	lbs. 65,650	0	06	3,939 00
Frost Fish	lbs. 713,875	0	04	28,555 00
Squid	brls. 584	4	00	2,336 00
Flounders	lbs. 49,920	0	06	2,995 20
Smelt	lbs. 6,484,115	0	06	389,048 70
Pickarel	lbs. 134,300	0	06	8,052 00
Perch	lbs. 14,900	0	06	894 00
Eels	brls. 3,745	9	00	33,705 00
Sardines	hhds. 73,291	10	00	732,910 00
Oysters	brls. 28,083	3	00	84,249 00
Lobsters	tons. 4,390	30	00	131,700 00
do	cans. 4,661,812	0	15	699,271 80
Fish Oil	galls. 92,788	0	60	55,672 80
Fish Guano	tons. 655	15	00	9,825 00
Fish used as Bait	brls. 55,454	1	50	83,181 00
do Manure	brls. 39,185	0	50	19,592 50
Total, 1886				4,180,217 27
do 1885				4,005,431 29
Increase				174,785 98

NUMBER and Value of Vessels, Boats, Nets, Weirs, Traps, &c., engaged in the Fisheries of the Province of New Brunswick, during the Year 1886.

	Value.	Total.
	\$ cts.	\$ cts.
173 vessels, 2,992 tons	84,480 00	
5,179 fishing boats.....	193,937 00	
Nets, 374,509 fathoms.....	229,581 50	
306 weirs.....	128,713 00	
1,679 smelt nets.....	44,841 00	
129,236 lobster traps.....	182,608 00	
9 mackerel traps	10,000 00	
		324,125 50
5 salmon and mackerel canneries.....	17,000 00	
168 lobster factories	147,950 00	
2 sardine factories	13,500 00	
24 freezers.....	66,700 00	
78 ice houses.....	24,620 00	
1 fertilizer factory	20,000 00	
710 smoke houses and fixtures	200,425 00	
290 oil presses, with furnaces and boilers	6,725 00	
		498,900 00
Total.....		1,321,115 50

APPENDIX No. 5.

PRINCE EDWARD ISLAND.

ANNUAL REPORT ON THE FISHERIES OF PRINCE EDWARD ISLAND
FOR THE YEAR 1886, BY J. HUNTER DUVAR, INSPECTOR.

ALBERTON, P.E.I., 31st December, 1886.

Hon. GEORGE E. FOSTER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honor to transmit statistics, in tabular form, of the Prince Edward Island fisheries, for the year ended 31st December, 1886, together with remarks under the various headings.

GENERAL SUMMARY.

The total returns of the fisheries of the province show a deficiency in value as compared with last year of \$151,438.24; said deficiency being on the articles of lobsters and cod and hake. Decrease in lobsters is readily accounted for, but neither the weather nor other apparent cause explain the deficit in deep-sea fish. All fish came to the shores later this year than usual.

Excepting in the above items the returns are satisfactory. Two hundred tons of tonnage have been added to the fishing fleet, which is now of the strength of fifty-five vessels, aggregating 2,249 tons. Nearly 2,500 fathoms have been added to the stretch of seines, now reaching 9,000 fathoms. The number of boats and men employed in sea-fishing are about the same as in previous years.

Spring herrings can usually be taken on this coast in any quantity that may be wanted; the demand for bait regulating the supply. Thus, of 43,000 barrels of herring taken this year, only about 6,000 were packed for food.

Mackerel fishing has been favorable to our local fishermen, although every year shows that less dependence can be placed on hook and line. The catch exceeds last year's by about 5,300 barrels; quality generally good. In the official returns accompanying this report the value is set down at \$10 per barrel; the same as last year, but I should be disposed to think that in the present quotations of the United States markets \$10 is too low an average. Over 2,250 barrels were canned, producing 679,584 one-pound cans, or 286,000 lbs. over last year. A fleet of American fishing vessels, reported as close on 200 sail, fished from early in the season until late, with, it is believed, indifferent success. The duty performed by the protective cutters is favorably thought of by our local fishermen.

Deep-sea fish, such as cod and hake, kept far off the land until near the close of the season, but became plentiful just when it was less safe for our small class of boats to venture to sea. Boats such as those, in which the fishermen of Caraquet, N.B., lie off the North Cape of Prince Edward Island, would doubtless have brought in good fares. The deficiency of cod and hake together, is close on 15,000 hundredweight; total catch of both, 22,380 hundredweight.

Lobster fishing was pursued this year with increased rapacity, there being 130 factories in operation, with many more traps and men. The result is as might be expected, 772,409 cans short. Total quantity canned this year, 3,616,780 lbs., representing not less than 22,000,000 of lobsters, all small, as against 4,389,189 lbs. last year. Some observations on this fishery are made in the body of this report.

A rush has also been made on the oyster fishery—500 boats on Richmond Bay this year for 300 last year. The whole quantity taken this year was 33,125 barrels, being an increase of nearly 5,000 barrels over 1885.

Other sea fisheries do not call for special remark. Sounds and fish oil show smaller returns, from the less catch of cod. All the rivers are in good angling condition.

The value of the plant in the Prince Edward Island fisheries is estimated as follows:—

Sea fisheries.....	\$214,230
Lobster fishery.....	270,000
Oyster fishery.....	10,000

Say a capital of half a million dollars, with 56 fishing vessels, 9,110 fathoms of seines, 45,697 fathoms of set nets, 118,800 fathoms of set lines or trawls, 1,018 sea-boats, 650 smaller boats, 3,000 men and 900 women, besides 1,000 fishers of oysters.

HERRING.

Practically we have no herring fishery in this Province in the important sense of the Scotch and Irish herring fisheries that rouse the whole fishing population to activity, fill a large export trade and consequently bring money into the country, besides providing an excellent article of food as a stand-by for the poorer class of the community. In Prince Edward Island with her whole shore swarming with spring herring, her fishermen content themselves with dipping out enough to sell for bait, chiefly to the lobster factories; 6,000 barrels are too small a quantity to be reserved for food out of a total catch of 43,000 barrels; 45,000 fathoms of nets worth \$18,000 is likewise too large an investment for the food so caught. Although claims for fishing bounties are largely based on herring it does not appear that since bounty was granted extra exertion has been used to increase the catch. On the contrary the stretch of nets has somewhat diminished.

It is stated by fishermen that it is of no use to catch more herring when there is no market: also that the spring herring caught off these shores are thin and unsuitable for barrelling as an article of commerce. To a certain extent this is true—but not altogether true. A barrel of herring costs little from the boat and a fair article of food will almost always fetch a fair price and command a market for itself. It is quite true that our spring run of herring is of but moderate quality, but fall herring are superior, and it is a matter of astonishment that nobody engages in catching them. This year a few hundred barrels of fall fish, described to me as equal to Labrador, were taken off the east of King's County, as late as the end of November, and I am of opinion that similar runs occur every year. Mackerel hook-and-liners have persisted in their primitive way of fishing until they can now scarcely make a living in competition with seiners, and it is safe to predict that when a market is found for gulf herring, the clumsy fixed herring nets now in use will be crowded out by drift nets with decked vessels, such as produce the million or so of barrels yearly exported from the coasts of Scotland and Ireland.

Smoked herring do not appear in the returns, the quantity being too small—say fifty boxes.

So far as I am aware there is but one place on the island coast where it could be attempted to convert the young of herrings into sardines, and in that locality netting is prohibited. The place is De Gros Marsh, Cardigan Bay, King's County.

Fishermen say that although herring were so plenty around the island they were scarce farther up the gulf.

MACKEREL.

While cod and mackerel, as elsewhere explained, show a very large falling off, the catch of mackerel is larger. Double the quantity over last year has been put up in tins. Recent advices from London say:—"The demand for Canadian pickled fish is found to be small here, though certain grades of mackerel from Prince Edward Island have been greatly admired. English people are found, however, to prefer fresh fish."

Last year, 1885, the total mackerel barrelled were 24,424 barrels, and 393,452 pounds put up in tins. This year, 1886, the quantity is 27,534 barrels and 679,584 pounds tinned. Allowing for the quantity canned, at the rate of three to two, the increase this year is over 5,375 barrels.

So far as the island mackerel fishery itself is concerned there are no special features to report. If anything, there was less preparation than usual for a large catch, especially among boat fishers, who, literally, fish "every man on his own hook" and sell their catch to dealers for shipment. It was feared that the United States import duty would cause exporters to give a very low price—a fear that has not been realized to the extent anticipated. Hook and line fishermen are at length coming to understand that the day for dependence on that primitive method is past, and that future competition with foreigners must be made on the equal ground of modern improved appliances. There having been until now no need for such statistics no provision has hitherto been made to ascertain what proportion per man was taken relatively by vessels and how much by hook and line boats, but next year, 1887, this shall be seen to. Taking the total number of men engaged more or less in the mackerel fishery of this island, in boat and vessel, an estimate is arrived at, at \$10 per barrel, of about \$70 per individual man, which is probably quite as much as individual fishermen in the American fleet netted this season, to which must be added to credit of our island fishermen their take of herring, cod, hake and other fish.

In guessing at the course of migration this year the fish appear to have struck in about the usual time and to have distributed themselves in about the usual quantity all along our coast, as is proved by the quantities taken in the respective warden's districts, being very close on the figures of last year. On rounding the North Cape of Prince Edward Island the chief bulk probably struck north, for fishermen tell me the fish did not appear as usual in the early part of the season in the Bay of Chaleur. After, that there was a pause in which few fish were seen. A second migration seems to have struck the east side of the island, later in the season, as is indicated by the greater plenty and by the whole surplus of 5,000 barrels having been taken off the coast of King's County. These movements are of course merely surmised. Young mackerel were numerous in Cardigan Bay until into December. The quality of the marketable fish was generally good. The first American seiners appeared in our waters about the middle of June, and had all left before the middle of November. The fleet numbered from 180 to 200 sails, of which about two-thirds hailed from Gloucester, Mass.

Although the personal feeling between our own and the American fishermen is the reverse of hostile, our people were well satisfied to have our fisheries kept to ourselves. That the Americans have made a comparatively poor year's mackerel fishing in Island waters seems beyond dispute, while the Islanders have caught more than last year. This fact alone should prove the efficiency of the measures of protection taken by the Canadian Government. Our fishermen think—from a fisherman's point of view—that if such protection continues to be enforced, it will throw a large proportion of the mackerel trade into their hands. As regards the alleged surreptitious supply of bait, provisions and stores to Americans, I think there has been less of it than rumor asserts. It would be hoping too much from human nature to expect that needy owners of obscure shore farms would refuse, on patriotic grounds, to accept fancy prices for needed food. The fact, however, that many of the fleet ran short of provisions and had to seek supplies on shore or return home as early as the beginning of October, somewhat contradicts American statements, that

they bring with them everything they need, and that they want nothing from Canadians. As to certain Island traders who are reputed to have sold to American vessels such fishing requisites as barrels, salt, &c., no excuse can be made for them, and if no punishment exists for such sordid offences, it is to be hoped that one will be enacted. In this connection it may be mentioned, that in years previous to this, frequent tales, true or false, have reached me as to Americans smuggling on a small scale, chiefly of kerosene oil and Lowell cottons. This year, thanks to the cruisers, no rumors of infraction of the Customs regulations have been afloat.

It would convey an erroneous impression were I to say that all those interested in Island mackerel are agreed in their view of the present state of affairs. Opinions differ on that as on every other subject. All, however, are agreed as to the strong cards in the hand of the Canadian Government in any negotiation for settlement of matters, namely, conformity to our Customs laws, the three-mile line, the prohibition to ship men, or repair damages, or purchase supplies, or linger in our ports, or cure their fish there, or tranship cargoes. Instances have occurred where every one of these restrictions have been felt on our coast. And therefore the general impression is in favor of a continuance of the system of protection.

As the present report, when laid before Parliament and printed, will be read by the fishing population, I take the opportunity of quoting a newspaper paragraph, and recommending it to the serious consideration of the young men of Prince Edward Island, too many of whom are seduced, by hopes of bettering themselves, into the arduous and dangerous service of the American fisheries. The paragraph, which seems to state the truth, says:—

“Seventy natives of the Maritime Provinces were lost from Gloucester fishing fleet during 1886, leaving nineteen widows and forty-five children. It is estimated that fully one thousand Canadians, a large number of whom were Prince Edward Islanders, have been drowned in the Gloucester fishing service during the past fifteen years.”

The above offers startling food for reflection. There are few places in the world where a moderate competency can be made from the soil with greater certainty and less labor than in Prince Edward Island. Besides this, we have magnificent fisheries at our own doors. Canadian fishing enterprise cannot stand still, and must soon find room for all our skilled maritime hands. Men experienced in outside fishing would be eagerly snapped at even now for Canadian fishing craft, in which case they would fish safely almost within sight of their own homes. Canadians can fish their own waters more cheaply than Americans can, and must, therefore, eventually get a large portion of the trade into their hands, not only giving to individual fishermen fair wages at sea, but enabling them to lay by something on shore for old age or a rainy day. I leave to others to point out the moral dangers to which “young men from the country” are exposed when they embark in the reckless life of foreign fishermen.

THE CRUISERS.

When the gulf cruisers were first placed on the station, our local fishermen expected too much and looked for a succession of prizes to be brought in as in time of war. As the season advanced, a better understanding of the object of the force gained ground and the watchfulness of the Government vessels was recognized as a great aid to the local fisheries. From the low-lying shore of Prince Edward Island, with no salient points to triangulate the distance, it is extremely difficult to say how far a fishing vessel is off the land, or whether inside or outside of three miles. This led to many unfounded complaints against the cutters. Another cause was the readiness of persons on the shore to give vague information of supposed trespass, but when such statements came to be sifted they were usually a mere guess. In several instances where I investigated statements of Americans trespassing, with a view to notify the nearest cruiser, the complainants either failed to prove that the alleged trespassers were Americans and not Nova Scotians, or refused to come forward to substantiate

the complaint. From this arose much of the discontent expressed through the press. For my own information I addressed an inquiry to fifty-two coast wardens and light-house keepers to the effect: "1st Have you yourself seen Americans, knowing them to be Americans and not Nova Scotians, &c., fishing within the three-mile limit, and about how many times have you seen them so fishing? 2nd And about how many times have you seen any of the cruisers?" The replies received enable me to express the opinion with some degree of authority that the Government cutters on the Island station performed an arduous and delicate duty with much activity, discretion and success. The log of one of the vessels that I have been privileged to see confirms this view.

It would be of the greatest assistance, not only to the cruisers but to officers and others on shore, were the Department to require Canadian fishing vessels to fly a distinctive flag while engaged in fishing or searching for fish. For want of some such distinguishing mark, considerable confusion arose this year both on land and sea.

COD AND HAKE.

Crediting the quantity of fish used in the preparation of boneless cod, the returns show the very large deficiency of about 9,500 cwts. of cod and 5,000 cwts. of hake, being together 14,500 cwts. short of last year's catch. The deficiency is not readily to be explained. It is true the weather was frequently breezy, but not sufficiently so to account for the shortage. The following supplied by James Hunter, Esq., Meteorological Observer, Alberton, gives a synopsis of the weather during the fishing season:—

"The fishing season of 1886, say from 1st May to 31st October, presented few features calling for special remark. Taken altogether there was less cloud, less rain, a slightly higher temperature and more wind than usual. Cascumpec Harbor opened on the 5th April and the first schooner arrived on the 28th April. June and July showed together 3.140 inches less, and May, August, September and October 1.832 inches more rain than the average of eight years. The temperature for May, June and July was 4.57 degrees above, and for August, September and October 4.40 degrees below the normal. The increase of wind was almost entirely in September, which was 1.56 miles, and June 0.36 miles per hour above, while May, July, August and October were, together, 0.71 miles under the mean velocity."

Up to about the 15th July cod were everywhere reported scarce, but subsequently they were taken in increasing numbers up to nearly the end of November, a month later than usual. The size was generally large and quality good. As prices were low in 1885 a good many fishermen did not fit out so extensively this year, which was perhaps an error. Bait, both herring and squid, was abundant. The deficiency of catch was not confined to one district but was distributed over the whole island. Fewer boats were after cod this year from Nova Scotia, but there were more Nova Scotia seiners. The usual large number of boats from Carquet and elsewhere in New Brunswick fished around the North Cape.

Boneless cod shows 35,790 pounds, almost all put up in King's County, as against 7,600 pounds in preceding year. This is as it should be, it being a good article and steadily increasing in local favor. Recent advices from agents of the late Colonial Exhibition at London say:—"A market has, it is thought, been found here for boneless cod exhibited by (certain firms in) St. John and Halifax." There is no reason why the fine quality put up in Prince Edward Island should not share the market with that from Nova Scotia and New Brunswick.

LOBSTERS.

The lobster fishery has taken another year's step towards its early extinction. More factories have been in operation (with still more threatened for next year), many more traps have been set and greater exertions made, with the result of 772,409 fewer cans. There is now a total absence of large fish, while the great bulk of those canned barely reached the standard of nine inches, thereby placing the fishery

officers in the unpleasant dilemma either of being powerless or of having to shut down every factory in the Province, with, it may be, one or two exceptions.

The course of the fishery this year was as follows: Lobsters were very scarce all the first part of the summer, but towards the latter part of the season they were more or less plentiful until the day of closing. In June a storm damaged many traps. One hundred and thirty factories were in operation. The first one got to work on 3rd May, and on 8th May two more, on 10th to 12th eight, 13th to 16th forty-six, 17th seven, 18th nine, 19th six, 20th fifteen, 21st to 23rd six, 24th seventeen, 25th to 31st May ten, and on 1st June three; total, 130. Of these, eighteen closed from scarcity of lobsters or damaged traps, before 1st July; twenty-eight on other days of July, and thirty-three in August previous to the 20th, leaving but fifty-one factories actively in operation on the legitimate day of closing. It will thus be seen that the very large quantity of lobsters obtained—say 22,000,000, all small—was taken by a few factories rushing the business towards the close of the season, at which time the fish were abundant near shore, but which wholesale slaughter of the late immigration must certainly have a bad effect on next year's supply. It further shows the amount of destruction that even a few factories can do. At the risk of commercially undervaluing the Island brands, I must say that although the quantity keeps up astonishingly, the general run has fallen off in quality, and, in comparison with the earlier years of the industry, is inferior.

The movements of the lobsters were very erratic. In factories within a few miles of each other, some had as many as could be conveniently handled, while others, a short distance off, had to close for want of fish.

In previous annual reports the undersigned fully discussed the various points of the industry as they arose. Among these were, last year, shortening the fishing season, making the legal standard by weight instead of measure, and bringing the fishery under the operation of the Fisheries Act. As these points have been so fully commented on, they need not again be gone into. The circumstances of the fishery are changing year by year. It is now no longer a question of regulating a legitimate occupation, but of dealing with a ruined industry.

The subjects now requiring discussion are: A different fishing time for the north and south sides of the Island; fishing licenses, pure and simple; the total closing of the factories for a term of years; and, incidentally, the impracticability of now laying off fishing areas, even if the industry is brought under the operation of the Act. The following remarks are intended to apply to this Province only, without reference to their being applicable, or otherwise, to other lobster fishing grounds of the Dominion.

It is stated that evidence has been laid before your Honor, by south side packers, setting forth the advantages that would accrue to them from having a fishing season commencing later than 20th of April and ending later than 20th August. The line indicated as divisional between the north and south would be a line drawn from about Seal Point, Lot 7, on the west beach of Prince County, to Cape Bear, the extreme south-east point of the Island in King's County. A line so drawn would fairly define the two interests. I am not aware whether all the fifty-four packers (packing for themselves or for others) south of that proposed line, have made the request for a line unanimous, or whether it emanates from a section. Theoretically, such difference of fishing time would place both north and south on an equality as to the actual number of days on which fishing might be carried on, but other considerations come into play, the chief of which is: Would it not be equivalent to giving the whole Province, both north and south, an extension of fishing time, inasmuch as traps and boats might be removed from north to south after 20th August, thus virtually extending the season? If this could be guarded against, the climatic difference between the north and south sides of the Island renders a difference of time only just

The Inspector, in previous reports, has repeatedly drawn attention to the extreme desirability of having the lobster fishery brought within the operation of the Fisheries Act so that—under whatever name or form—packers could be assured of an area in which they could carry on their legitimate business without undue interfer-

once, and he has time and again, brought forward verbal and written evidence to show that almost all the packers in this Province were in favor of such a measure, and that without it nothing but confusion and overfishing would ensue. While quite aware that no grant can be made nor any exclusive use of any portion of the sea be given his reading of the clause in section 18, sub-section 5 of the Act—that “disputes between parties relative to * * * position and usage of nets and other fishing apparatus shall be settled by the local fishery officer”—was that the local fishery officer had power to define the space required for the due use of fishing apparatus, namely, traps, against undue interference by others, and his opinion (perhaps an erroneous one) was, and is, that such required space, as laid down by the fishery officer, would be sustained in the ordinary courts of law. Time was, not more than two years since, when such arrangement would have been most welcome and valuable, and would have prevented in a great measure the ruin that has fallen on the fishery. Insane competition and grasping greed have rendered any such adjustment almost impracticable now. The traps and cordage of closely adjacent factories are interlaced like the tangled roots of a forest. It is the legitimate packer whose factory and fit-out have cost money, that suffers from this state of things. The small adventurer with nothing merely ruins his more responsible neighbor and does little good to himself. He has no interest in preserving the fishery. On the contrary his interest is to destroy it as quickly as possible, by getting all he can out of it in the shortest possible time, and having himself nothing, nothing can be got out of him. To such a pass is the fishery now reduced. The question almost narrows itself to the consideration, whether the Government will close the fishery for a term, or whether reckless destruction will close it for ever. If officially closed for a term, new regulations laying off lines to prevent the recurrence of a similar wretched state of affairs would be indispensably necessary on resumption of fishing.

In default of a present possibility of adjusting lines, it becomes a matter of consideration whether it is not within the Minister's own power, under section 2 of the existing Act, to require a considerable annual license fee from all persons running lobster factories. The cases of licensed fish traps and lobster traps would seem to be parallel. Such a license fee, if heavy enough, would have the effect of preventing the crowding in of irresponsible small packers, and if it had that effect, could not be objected to by the larger factory owners, and would have the further good result of turning the attention of adventurers, whose only resources are a dory or two, to fisheries less heavily weighted. Moreover, it would be the first step towards putting in practice the sound maxim that fishery protection should be self-supporting.

Any proposal to prohibit lobster fishing for one year or for a term of years so as to give the exhausted fishery a chance to recuperate, would be met by the most vehement opposition and cry of ‘ruin!’; yet this measure has had to be resorted to on the New England coast. To close for one year would certainly do great pecuniary injury to the packers, but to close for a term of years, say three or more, must be viewed from a different standpoint, inasmuch as the capital that might be reserved idle in hand for one year's rest would not likely be held idle over three or more years but would find its way into other channels of productive industry. Although it is not at all to be supposed that the Government would suddenly spring any measure that would bring serious injury on any class, the packers of this Province would require a much longer notice of intention to close than would the packers on the mainland. New Brunswick and Nova Scotia have uninterrupted land and water carriage the whole year round, and can defer ordering the year's supplies for their factories until the second or third month of spring, whereas the Prince Edward Island packers must, of necessity, send their orders in early fall so as to have a year's supply in advance, delivered not later than October for next year's work. This alone weights the Island packers with six months' interest more than their brethren on the mainland, and if only twelve months' notice were given the Islanders would certainly have laid in their next year's supplies, among which the expensive article of tin is very perishable.

If these remarks seem to have a leaning towards prohibiting lobster fishing for
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a time, as a measure of recuperation, I do not lose sight of the difficulty, if not impossibility, of shutting down the Island factories, unless the same remedy were applied to all the factories on the Atlantic seaboard of the Dominion.

Were such a sweeping measure, as closing the factories, to come into effect some persons afflicted with pseudo-philanthropy would, doubtless, indulge in weeping for what would become of "the poor fisherman." Such maudlin sentiment is quite beside the mark, and is not borne out by the realities of the case. All the fishermen who devote the early part of the year to attending lobster traps, take that service, because it is easier than sea fishing, and because they draw wages thereat, instead of having to wait till the end of the year for the proceeds of their labor. As a matter of fact, all the men employed in tending traps from 20th April to 20th August go into general sea fishing as soon as the factories close. So far as the fishermen are concerned, it is therefore a mere choice between whether they will go six months' sea fishing, or three months' sea-fishing, and three months' lobstering. The prospects are equally good either way, and there is room enough for full employment, even if no factories existed. Sea-fishing all the time would pay quite as well, and might pay better, only not on monthly wages. Boats can always be hired or had on shares, and crews are readily formed. Besides there is the fishing bounty. To think therefore that closing the lobster factories would throw the men employed therein out of bread is a fallacy of the most thin description. Another point is that, were the factories closed, a large amount of capital would be released, and as there are few active investments in this Province, it may be assumed that it would seek use in another branch of the fisheries. That capital would fit a very fair mackerel fleet, and thereby give employment to many more fishermen. Eight hundred and ninety-five women were this year employed in packing. Even these would not suffer, excepting in having their means of personal adornment somewhat curtailed. They all have respectable homes, many of which homes can but ill spare the daughters from household or farm occupations, and there is no part of this Island in which homebred good girls cannot readily obtain fairly paid domestic employment. Therefore, the stoppage of lobster factories would not be the social calamity to fishermen that some persons prophesy.

These views will, no doubt, be objected to by interested parties, but investigation will disclose their truth.

It is to be regretted that the abundance of lobsters after the appointed day of closing tempted some fishermen of the baser sort to run the risk of illegal canning. In at least three instances, persons hired vacant canning premises for that purpose. These men were totally irresponsible, yet managed to obtain supplies, thus affording strong suspicion of complicity, although such could not be proved on evidence. One of the offenders was committed to gaol for one month in default of payment of penalty of \$200; another was fined \$400, and fled the country to avoid arrest; in the third case, the fine is held over for collection. It is impossible to pass over, without a word of reprobation, the conduct of those parties who let premises for a purpose which they must have known was illegal.

The overfishing of lobsters in Island waters threatens to do mischief on other coasts besides our own. One packer fitted out an exploring expedition along the shores of Anticosti and Labrador, but did not affect a lodgment. Others have gone to Cape Breton and yet others to Newfoundland, in which last province, as I hear, lobsters are not yet protected by close time or other restrictive regulations. The reported success of these parties (and in the instance of the firm to which I specially allude, a success deserved) in Newfoundland, will no doubt attract a number of more rapacious adventurers to renew there the ruthless destruction that has devastated our own shores. As Newfoundland derives no benefit from this invasion of her coast by Canadians bringing their own hands and supplies, probably protective regulations will, ere long, be adopted.

Appended to last year's report was an estimate of the amount of capital locked up in lobster canning. With a view to arrive as closely as might be at a true result, schedules were sent by the Inspector to all the fishery wardens, requesting them to

ascertain as accurately as possible from the packers themselves the value of the plant &c., in the respective districts. For details see appendix to this report. The packers' own figures show say \$270,000, for the factories with all their gear, exclusive of current funds in hand to pay wages for four months to 2,000 men and 900 women, besides supplies. This is a perilous amount to risk on a failing industry. It might be worth while to calculate the strength of the fishing fleet equipped with all modern appliances which such capital might set afloat in the safer and more enduring business of sea fishing.

The following newspaper item may not be without interest to some of our fishermen. The same thing, I understand, is successfully done in England.

"The close watch kept by the authorities of Maine to prevent the sale of 'short' or small lobsters has given rise to a new industry. Last fall, a firm bought a lot of small lobsters and put them into a forty-acre pond in a cave at Vinal Haven. They were fed liberally throughout the winter on fish heads, and now weigh from two to six pounds, bringing \$10 per hundred pounds in the Boston market."

ALEWIVES

are of no account in the general average. With the exceptions of one or two estuaries which they run up in the season, and some others where they are not sought for, they are only caught in shallow ponds on the north coast connected by small runs with the sea. These runnels flowing across the beach are liable to be silted up or diverged from their channels by drifted sand, therefore it would not be judicious to expend Government money in attempting to keep them open; the take being confined to a few families in the immediate vicinity. Of 700 barrels total quantity taken, 490 barrels were used for bait and only 210 barrels for food. The great plenty of herring so easily taken supersedes the necessity of seeking alewives for either purpose.

OTHER SEA FISH.

Shad.

Seven hundred and fifty pounds weight of shad were taken in herring nets; partly in the fish-trap off Kildare, Prince County, and partly in the tidal rivers of Queen's. It is only within the past three or four years that these fish have appeared on our coast, and only in small numbers. A few have been observed in the Hillsborough River above Charlottetown, and have been taken as far up as Mount Stewart. If it be correct, as surmised, that shad do not breed further north than the middle United States, and that the supply in the Bay of Fundy is merely a migration northward from that source, it would most likely be in vain to look for them in quantity on the island coast. I am informed, however, that shad do propagate in the Schubenacadie River, Nova Scotia; perhaps in other Canadian waters.

LINE FISH.

In the fish markets of cities in Europe and the American continent, purchasers have a varied choice of excellent food fishes, considered luxuries, that never appear in the smaller markets of Charlottetown; as for instance, besides haddock, whiting (so called), skate, flounders and kindred flatfish, rock cod, with shrimps, mussels, whelks, &c., all of which are found in these waters, but will probably not appear in market until the system of beam-trawling is introduced. I may mention that the word "trawl" is here synonymous with "set lines." A true trawl is quite a different thing. The English trawl is a triangular net of about 70 feet by 40 feet with two pockets, attached to a beam of 40 feet in length, and operated from decked vessels sailing with the tide. Much the greater part of the fresh fish brought to the London market—mackerel and herring excepted—are taken by the trawl, and the Royal Fishery Commission of the United Kingdom have given it their approval as against

the complaints of the line fishers. In my opinion the Gulf of St. Lawrence, a few miles off the Prince Edward Island coast, is peculiarly adapted to beam-trawling. Mr. Walter Mathieson, of Charlottetown, has it in contemplation to try this mode of fishing.

STRIPED BASS.

This excellent but rather coarse sea-fish is occasionally taken by hook, inshore on the west of Prince County when ice is forming and again when the ice is breaking up in spring. It is thought the bass remain all winter on the outer edge of the shore ice. A few have been taken by codfishers at one or two localities in King's County. Doubtless they would be found elsewhere along coast if sought for. Quantity taken this year, 200 pounds. Average weight eight to twelve pounds.

HALIBUT.

Every year my annual report shows more or less of halibut, some of large size. These are captured by chance on cod-hooks. A special outfit for the capture of halibut is somewhat expensive, but as the Canadian fisheries cannot remain stationary it might not be amiss for some of our fish-masters to enquire why Canadians cannot engage in the halibut fishery with as good a chance of success as Americans, it being understood that a successful halibut trip is the most lucrative voyage that New England fishermen make. Quantity of halibut taken in codfishing in island waters this year, about four and a half tons, all of which sold readily, fresh, at fair price.

PREDATORY FISH.

Predatory fish, such as sharks, American tunny or black fish, dogfish, &c., which always follow the herring and mackerel schools, are reported to have been many this year. It has been brought to my notice that the gurry thrown overboard by the large number of New Brunswick fishing boats, which make the deep water off the North Cape of Prince Edward Island their headquarters (and whose catch of fish does not appear in the island returns) has made that locality a great resort of sharks.

OIL AND MANURE.

The returns of fish oil show under the quantity that might by good management be produced; 2,238,000 pounds weight of cod and hake, besides herrings and other fish, should produce more than 15,000 gallons. The fish of prey above named, as well as the fish offal now illegally cast into the sea, should all find their way first to the oil-press and afterwards to the chemical vat. A little enterprise and a moderate capital might establish at one or more central points, combined works for the production of oil and valuable dry artificial manures; 3,315 tons are set down in the column of unmanufactured manures, but this is merely the shells and animal debris of lobster factories, containing, however, highly fertilizing ingredients, and is far under the quantity actually thrown out. Farmers are glad to cart this manure away, but it is only available to those who live in immediate vicinity of factories. I have said this quantity of over three thousand tons is solely lobster refuse, namely, lime and bodies. There is no possibility at present of estimating the quantity of purely fish refuse that could be collected and converted into guano. The only difficulty in the enterprise would be the collection of the bulky and heavy, wet, raw, material. When converted into dry powder its transport would be easy and would benefit the Province by bringing the fertilizing products of the shore within the reach of inland farmers. To this manufacture might be added the preparation of glue and isinglass.

OOD AND HAKE BOUNDS.

It will be noticed that the quantity of this product is given at 20,580 pounds, or at the rate of about one pound per hundred weight of fish. In twelve fishery districts

which produced 4,564 hundredweights no sounds are shown. On the other hand it is understood to be a common custom with fishermen, chiefly belonging to New Brunswick to come ashore and use sounds as a species of currency for the purchase of supplies. From this custom the figures ought in reality to be increased. The quantity of 20,580 pounds is the product of fish caught by Island fishermen.

OTHER SEA MATTERS.

An establishment has been advertised for the preparation of an antiseptic from potato starch, by the use of which it is claimed that fish may be sent fresh to distant markets. Neither the nature of the preparation nor the success of its use has been sufficiently known for me to express an opinion regarding it. The address is Mr. F. Langston, of St. John's, Newfoundland; Malpeque Road, Charlottetown.

OYSTERS.

The present and future of the oyster fishery of this Province were so fully discussed in last annual report that I need not occupy space by recapitulation. The points then presented to your Honor's notice were, that the fishery runs a risk of being destroyed, as the lobster fishery has been, by overfishing; that, excepting a close season, no other restrictive regulations exist; that such regulation defining size (other than the general terms of section 13, sub-section 9, of the Fisheries Act, which forbids the taking of "the young of fish") are wanted; and that encouragement to private culture of oysters would tend much to increase and preserve the fishery.

These points have likewise been so fully gone into in several previous reports, that it is unnecessary here to reproduce the facts and arguments.

Last year the number of boats engaged in oyster fishing in Richmond Bay alone was estimated at 300; this year, 500. Persons flock from all parts of the country to this fishery, the work, besides requiring no outfit, being comparatively easy, and, at least for part of the season, paying well. It is no uncommon day's work to average two to three barrels per man. The fishery opened at daylight on 16th September, and on 17th, nearly 800 barrels from Richmond Bay were delivered to the dealers in Summerside. The first day's shipment by steamer included 440 barrels to Quebec and 236 to Montreal, some eighty barrels of which were sent by express to Quebec, thereby anticipating the market by twenty-four hour. During the season some orders were filled from Chicago and Milwaukee, thus opening up a market that is new. As elsewhere stated, the catch of this year exceeds that of last by nearly 5,000 barrels.

Summerside being the principal shipping port, the following table of export will show at once the supply and demand in the respective months of the season:—

	Barrels.
Shipped, 1886, previous to close season, 1st June.....	880
do do 16th to 30th September.....	5,500
do do month of October.....	9,500
do do do November.....	9,200
do do do December.....	(not made up)

Fine weather favored late fishing. Add to the general estimate 2,000 barrels taken for home use, which would make the total catch this year about 35,000 barrels.

I have to thank James Coleman, Esq., Superintendent of the Prince Edward Island Railway, for assistance in preventing the transport of oysters during the close season.

Notwithstanding, it is common to hear the assertion that the beds are not falling off, but that they increase in production the more they are raked, there is no doubt the fishery is carried on in a wasteful manner, especially by the destruction of small oysters. It is true, that in the past year more of the bivalves have been taken, but

it must be remembered, that many more fishermen were after them. The preservation of young oysters not yet old enough to spawn forms an important subject of attention in the oyster culture of both continents. The destruction of these year old shells is a heedlessness—call it a crime—for which there is no necessity, and from which no benefit of any kind is derived. They are not marketable in any way. The remedy, too, is simple. Cause the oysters to be culled in the boats, and make possession of small oysters on land—say two and a-half inches or less in greatest length—punishable by fine, whether in the hands of fishermen or on the premises of dealers. An Order in Council would effect this, and it is perhaps the only new regulation at present called for as regards the Prince Edward Island public oyster fishery excepting that it is matter worthy of consideration whether every boat engaged in the oyster fishing should not be required to take out an annual license for that purpose. Individual offenders against the law are not easily identified, and it would much strengthen the hands of the fishery officers could the boat license be called for. The license need not be oppressive—say one dollar—and to save trouble to the Department might be issued by the Inspector. It is a matter of registration, not of revenue.

With reference to the protection of the beds during the summer months, it is certain that so long as the public persist in eating oysters in the close season, so long will the restaurants continue to supply them. With some degree of caution supplies may be bought from poachers all summer and the oysters be safely dumped after nightfall into cellars, from which it requires a regular information and a search warrant to extract them. Hitherto, the protective force has not been strong enough to grapple with this abuse, but the recent appointment of wardens at West River and Pownal Bay, in Queen's County, and Richmond Bay, in Prince, should go far to check the illegal sources of restaurant supply. The special duty of the new warden (Ramsay) on south side of Richmond Bay is to be afloat during the close season with sufficient witness to identify offenders. One more warden with like duties afloat on the north side of the bay, and with residence at "the old store," is required to complete the water patrol, and I would urge that such warden be appointed on the same terms as Warden Ramsay.

From the deposits of shells on dead oyster ledges in many parts of the Province it is evident that extensive stores of oysters were found in localities where none are now. These could easily be revived at little expense. The main fishery is in Prince County; Queen's County still has valuable beds; King's County has none, yet King's seems entitled to share in so valuable a resource. I would, therefore, venture respectfully to recommend that a sum of, say \$1,000, be placed in the estimates for the planting of oyster beds in King's County, and in such other localities as the amount of appropriation might cover under section 15, subsection 5, of the Fisheries Act. Such planted beds would be Government property for the supply of stock for private artificial culture, and in the course of not more than three or four years should become self-supporting, which brings me to the subject of private culture, under section 15, subsection 4 of the Act.

The area of ground in the "creeks" and sheltered bays of this island eminently adapted for oyster culture is very large. In some instances, suitable ground is covered by land titles and I have reason to believe that were areas protected for oyster breeding many sites would be taken up. It is unnecessary in this report to go into details of regulation or management, but I am prepared to furnish a practical and inexpensive scheme, should such be required by the Department. Here, likewise (as in the case of licensing oyster boats), it would not, for the first three or four years, be a question of revenue, for the reason that even the best practices of the oyster culture of Europe and of the middle United States would have to be modified by experiment to suit the Canadian climate. Meantime, so much oyster ground lying idle is a waste of national resource. Indeed; an oyster fishery well developed is of much higher importance than a mere supply of bivalves. The oyster industry of the State of New York, for instance, gives employment to 50,000 men.

RIVERS—SALMON.

As stated in next paragraph salmon is not a river fish in Prince Edward Island. Around the shores, however, salmon are found, and I think if fished for with proper appliances and with regularity they might be taken in considerable abundance and become a legitimate addition to the fishing resources. To the present time they have only been taken in very limited quantity, in a fishtrap licensed for other fish near Tignish, in a set net at Kildare, both places being on the north of Prince County, in ordinary fishing nets by three or four boats at St. Peter's Bay, north of King's County, and this year about twenty were captured in a net at West Point, the south-west point of Prince County. Total quantity taken, 2,440 pounds, as against 4,000 pounds last year. They came up in quantity to spawn in the Dunk River and its branch, the Wilmot, with a few in the Tryon and Percival Rivers, south of Prince County, and in quantity up the Winter, Morell and Midgell on the north of the island. In addition to these ordinary places of resort, Warden Reilly reports a number this summer in the Montagne, King's County, and Warden Trainor, writing of date 30th November, says: "Quite a number of large size" were in Pisquid River, Queen's, on that date and had been observed since the 10th; the first seen in that stream in many years.

It would be desirable that some arrangement, less exacting than a regular salmon fishing license, could be made, say a permit issued at small cost, by the Inspector, to persons who wish to make an experiment in fishing on a small scale. Experiments, if successful, would be likely to grow into applications for regular license. Such conditional annual pass should express that permission is given to fish only, say from 15th April to 15th September (thus avoiding the time of spawning) and should define the length and depth of the net of five inches extension mesh, to be set only where sanctioned by the Inspector, and to him be sent, at close of each season, a statement of the weight taken, on which to impose a moderate tax. Such temporary arrangement might be the beginning of a larger industry.

The local market absorbs all the salmon taken, and importations are made fresh from the adjacent provinces.

TROUT.

Our streams, generally, are in fine condition for the trout-angler, and are not over-fished. Whatever may have been the case in the early days of settlement, when the country lay in woods, and the streams were larger and deeper than they now are, salmon could not now exist comfortably in water of so high a summer temperature as the average of our small rivers. Although clean salmon are but transient visitors, and in small numbers, they are yet occasionally seen in some of the larger streams, in twos and threes, generally lying in the shadow under bridges, whence they no doubt speedily return to the sea, when a few days in fresh water has rid them of parasites. I know of but three or four caught with bait, and none with fly, during the past six or seven years. Trout, however, are abundant, and notably increased in size during the past few years of close protection. A number of anglers are attracted annually from the United States, and leave, in the shape of liberal expenditure, much more than the value of the trout they catch. The regulation is enforced that the streams shall not be fished "for purposes of trade and commerce," consequently there is no export, although by relaxation of the rule trout legitimately caught are offered in the local food markets; 75,195 lbs. weight were taken during the season and were all used for local consumption.

When the country is so seamed with small trout streams running through the brush and across farms, it would take an army of watchmen to totally prevent poaching, but the offence is generally petty and usually committed by idle young men who are pretty sure to be sooner or later found out. Several set nets of little value, and one small seine have been seized, formally condemned and destroyed, for it is no manner of use attempting to sell seized appliances; the culprit bids the article in for a few cents and repeats the offence. The chief trouble the fishery wardens have to contend with is the letting of sawdust into mill streams. The circumstances of the country render this nuisance difficult to deal with. Prince Edward

Island is becoming rapidly denuded of wood, and the number of saw mills is falling off year by year. Most of them were built before Confederation, mere boarded shells on wood lots, worth at most a very few hundred dollars, and no provision was made for sawdust, except to let it down the brooks. Fish-ways, even if necessary—which they are in only a very few instances here—would cost an undue proportion of the total value of the concerns, which now mostly barely make a livelihood. The attention of the wardens is directed to apply such remedy as is possible and not oppressive, and warning circulars have been sent to all saw-millers, over 350 in number. Two fish-ways that have been partly carried away will have to be put in working order in spring.

EELS.

Eels as usual have been most abundant. They are found in plenty, of large size and superior quality, in every muddy bottom. Except a few barrels sent to a United States market as a test of prices, and which it is stated brought a remunerative figure, none were exported. The whole quantity of 150,659 pounds was therefore used in family food. There is a fair chance of transporting eels alive to markets at a considerable distance. A schooner belonging to Cape Sable, N.S., has gone into the business with appearance of success, her present market being Boston. A regular supply could be obtained from this Province.

SMELTS.

The business of sending frozen smelts to market is unknown here. With the increased facilities of communication with the mainland that we Islanders are clamoring for, the industry might spring up in the future. These excellent little fish fill all our running brooks early in spring whence they are dipped by boys, and in winter are caught by hook through the ice of estuaries. Attempts at seining and to use the fish as food for pigs and as manure are strictly prevented by the fishery officers.

SALMON HATCHERY.

Dunk River, in Prince County, on which the salmon hatchery is built, flows a long course and is liable to sudden freshets in spring and fall. Last spring a heavy flood carried away the greater part of the retaining dam, removed the main building from its foundation, filled the hatching room to a depth of five feet, thus floating the trays of ova, and did other damage. Enquiry was made as to the lowest sum at which repairs could be done, and by sanction of the Department a contract was taken by Mr. Henry Clark, at a reasonable rate, to replace the establishment in full working order in time for the fall run of salmon. It is now in working order. Owing to low water during the whole month of November, the number of ova secured was not as large as could be desired, but on my last visit they appeared to be healthy and in a satisfactory condition. The following is the statement of Mr. Clark, the officer in charge:

“DUNK RIVER HATCHERY, 18th December, 1886.

“J. H. DUVAL, Esq.,

“Inspector of Fisheries, Alberton.

“DEAR SIR,—At your request I send you a few lines about the working of the hatchery.

“In the fall of 1885, we had laid down in the trays 1,000,000 good sound eggs, which done remarkably well up to 1st April, when one of the heaviest freshets known for many years came down on us, and not having sufficient gates to carry off the water, it rose so high that it ran over the clay part of the dam 2 feet deep, carrying about 40 feet of the dam away, and causing nearly the whole stream to flow right into the hatchery, washing a great part of the foundation from under it, and lifting the floor about 2 feet in the centre of the building, displacing the troughs or runnels, so that they could not be put in position again, and carrying such a quantity of sand and sawdust on to the eggs that it was impossible to get them cleaned without killing them. Mr. A. B. Wilmot was sent from Halifax by the Department to carry away as many as he could to his hatchery in Bedford. He took 400,000 away, and the rest were lost.

"We had to get men and jackscrews to raise the building and secure it at the time, as it was nearly washed away. The water was nearly 5 feet in the hatchery. Nothing more was done until October, when I was ordered by the Department to have the dam and building repaired, which was done as quickly as possible, but not in time to catch all the salmon that came up, as quite a large number of them got above, before we could get the water stopped to get the gates in. The consequence is, we are short of eggs this season. We have only 600,000 eggs in the hatchery, which are doing well at present. Quite a large number spawned in the river below also, which would not come in on account of the lowness of the water at the time.

"Everything is working splendid at present.

"We had quite a heavy freshet on the 16th and 17th, but the dam stood it all right. The new gate is quite a success.

"Yours respectfully,

"H. CLARK,

"Manager of Hatchery."

A fishway in the dam was also authorized, but from circumstances officially explained to the Department I have deemed it judicious to postpone the erection until next year. The river, as I have said, runs a long course with a slow current through a level country of brush and out of the way farms. In ordinary times the depth of the water is small, with occasional pools, and it thus offers great temptation for the spearing of salmon if they are permitted to make their way into the back country above the dam. This must, of course, be seen to. Let me say it is the opinion of Mr. Samuel Wilnot, Superintendent of Canadian fish culture, and of the other fish culturists—in which opinion I share—that when anadromous fish are prevented by dams or other obstructions during a succession of years from reaching the cold springs of head waters, some occult instinct or physical evolution teaches them to return to that stream no more. It is not therefore from immediate necessity that a fish-pass is proposed in the dam of the hatchery, but with a view to prevent diminution in the number of fish coming up to the establishment in the future, as there is some fear of being the case. So that next summer will be time enough to build the salmon way. It will further be necessary to open the dams of two (if not more) mills some miles above the hatchery.

I would be glad to have one table of trays officially set apart for experiments in hybridising, &c., such as those to which Mr. Seth Green and other United States culturists are giving attention with very interesting results.

THE WARDENS.

I have to thank the fishery wardens of the Province for the amount of good work they have done—large in proportion to their moderate salaries. Prince Edward Island is now so well organized under experienced men that statistics or any other necessary information can be readily and accurately obtained. It is with regret I report the death of Warden Robert Quinn, of Cardigan, a good officer. A successor will be wanted to replace him, but before the commencement of next fishing season I will suggest a slight amendment in the limits of the district. Three new wardens have been appointed during the past year, and two have been dispensed with as unnecessary. Another, respecting whom a communication is before the Department, has become superfluous. John A. Ramsay, one of those recently appointed, has been required to provide himself with a boat, and will be absent on Richmond Bay during the close oyster season. For further suggestions respecting wardens I beg to refer to the paragraph headed "oysters" in this report.

I have the honor to be, Sir,

Your most obedient servant,

J. HUNTER DUVAR,

Inspector of Fisheries, Prince Edward Island.

**RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in
and the Total Number of Men Employed, &c., in the County**

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.									
	Vessels.			Boats.			Nets.		Seine, fathoms.	Trawls, fathoms.	Weirs, No.	Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.								Value.
<i>Prince.</i>			\$			\$		\$								
Cascumpec Bay to Kildare Cape.....	5	226	7200	65	18	550	54	650	325	1315	.....	1	350	2500	1400	1175
Kildare to Sea Cow Head, including Tignish.....	3	166	4390	43	20	1200	60	600	200	640	.....	...	150	600	4000	5710
Sea Cow Head to Skinner's Pond....	.....	.....	.....	.....	85	2500	350	2500	1250	.....	.....	.....	610	60000	5000	
Skinner's Pond to Black Pond.....	.....	.....	.....	.....	80	2000	240	850	400	510	.....	.....	444	95904	1738	
Black Pond to Big Miminigash, inclu- sive.....	8	120	2000	80	50	2500	200	600	240	1210	5000	.....	3000	254400	2600	
Little Miminigash to Seal Point, Lot 7, including Camp- bellton	3	100	4000	26	35	1400	105	500	266	700	7000	.....	936	117840	1000	
From Seal Point, whole of Lot 8.....	.....	.....	.....	.....	12	240	36	1000	350	300	.....	...	180	200	33600	.....
From East Line of Lot 8 to Egmont Bay.....	.....	.....	.....	.....	12	240	36	600	300	.....	.....	.....	63	2000	946	
Egmont Bay to Lot 15, Point.....	.....	.....	.....	.....	13	390	32	3000	1500	150	.....	.....	205	6720	4388	
Richmond Bay, <i>via</i> Summerside .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indian River, includ- ing Malpeque.....	.....	.....	.....	.....	14	150	28	500	250	.....	.....	.....	10	.....	750	
Lot 12, shore.....	.....	.....	.....	.....	8	400	24	600	300	200	.....	.....	.....	.....	1700	
Grand River, Lot 13.....	.....	.....	.....	.....	3	120	9	151	75	.....	.....	.....	30	.....	100	
Graham Head, Lot 26, to Cape Tra- verse .....	.....	.....	.....	.....	6	250	12	600	300	.....	.....	.....	.....	506	936	
Cape Traverse to Queen's County Line.....	1	23	400	3	6	225	12	100	50	.....	.....	.....	100	2000	60	
Rivers and estuaries, <i>viz.</i> : Dunk, Tyne, Ten, Enmore, Per- cival, the two Pierre Jacques, and others .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	20	635	17900	217	362	12165	1198	12353	5740	5025	12000	1	650	8638	578364	25497

the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, of Prince, Province of Prince Edward Island, for the Year 1886.

KINDS OF FISH.														FISH PRODUCTS.		VALU.
Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, lbs.	Boneless Cod, lbs.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Shad, lbs.	Striped Bass, lbs.	Trout, lbs.	Smelts, lbs.	Hels, lbs.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Unmanufactured Fish Guano, tons.	
20	350	1750	.....	.....	.....	.....	.....	.....	300	2000	4500	250	157453	350	150	\$ cts. 51,604 74
.....	500	3000	.....	500	2000	1600	250	.....	.....	100	100	.....	199696	3000	160	54,683 92
20	300	1500	.....	350	5000	1000	.....	.....	400	.....	2000	.....	268604	900	200	56,526 48
20	165	90	.....	160	560	1000	.....	.....	100	800	300	.....	163096	150	100	40,226 92
.....	200	600	.....	300	500	2700	.....	200	2700	.....	3800	.....	123000	250	100	79,079 00
5	75	500	3180	175	.....	300	.....	.....	800	500	200	.....	52800	210	.....	32,023 80
.....	50	200	.....	100	.....	.....	.....	.....	45	500	2000	.....	127680	20	.....	21,491 30
11	.....	.....	.....	.....	.....	.....	.....	.....	2400	.....	1000	35	78720	.....	40	13,496 40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	359952	.....	250	59,330 24
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20000	.....	.....	.....	60,000 00
.....	1000	400	.....	50	400	.....	.....	.....	500	1500	2000	3000	110160	100	80	22,353 20
10	400	.....	.....	40	.....	.....	.....	.....	.....	.....	.....	1600	32400	100	20	15,578 00
.....	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	9600	3600	.....	40	.....	12,346 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	20000	13000	.....	34486	.....	30	9,048 32
10	12	.....	.....	15	.....	.....	.....	.....	4000	1000	4000	.....	76650	25	60	11,313 50
150	.....	.....	.....	.....	.....	.....	.....	.....	20500	17200	26000	50	.....	.....	.....	4,422 00
256	3132	8040	3180	1630	8400	6000	250	200	31745	43600	68500	28535	1724696	5145	1190	550,522 92

**RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in
and the Total Number of Men Employed, &c., in the County of**

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.						
	Vessels.				Boats.		Nets.		Seine, Fathoms.	Trawls, Fathoms.	Mackerel, barrels.	Mackerel, in cans.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.					
<i>Queen's.</i>			\$			\$		\$					
East Line of Prince County to New London	1	54	1200	13	16	1500	48	810	300	680	2000	300	30800
New London to Cavendish... Clifton	4	270	7200	14	6	180	26	60	60	.....	.....	120	.....
Rustico District	5	291	12000	20	40	1680	120	1500	500	1580	.....	2000	.....
New Glasgow District					9	450	30	200	125	.....	.....	163	.....
Wheatley River to Rustico Island	1	64	2500	4	5	625	25	30	30	.....	.....	20	.....
Cove Head and Tracadie, including Ponds, to N.W. County Line					34	500	130	2870	1000	420	4000	942	19200
S.W. Line of King's County to Point Prim	8	180	7000	20	20	350	40	900	300	.....	1800	10	1400
Pownal Bay and Seal River Orwell and Newton					14	160	11	70	20	.....	.....	32	.....
Hillsborough Bay, including Charlottetown					2	200	6	.....	.....	.....	.....	.....	.....
Argyle Shore					4	120	8	500	250	.....	.....	100	.....
De Sable to Prince County S.E. Line	3	180	4000	15	6	480	12	150	100	.....	.....	180	400
Rivers and Estuaries, viz : North, East, West, John- ston's, Trout, Hope, Win- ter, Vernon and others													
Totals	22	1039	33900	86	156	6245	456	7090	2685	2680	7800	4867	51800

the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, Queen's, Province of Prince Edward Island, for the Year 1886.

KINDS OF FISH.													FISH PRODUCTS.		VALUE.	
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Scales, lbs.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Shad, lbs.	Trout, lbs.	Smelts, lbs.	Mels, lbs.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Unmanufactured Fish @ nano, tons.		
750	.....	600	.....	.....	.....	.....	.....	.....	.....	.....	.....	134400	175	100	27,045	50
150	40	180	.....	75	4450	400	.....	1300	1500	2400	.....	.....	80	.....	3,358	00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	150	.....	.....	.....	570	00
1500	.....	600	160	.....	.....	.....	.....	500	500	5000	.....	44928	300	60	42,921	38
1000	.....	60	.....	.....	.....	.....	.....	1000	1500	8000	.....	.....	30	.....	5,551	00
80	.....	300	.....	.....	500	50	.....	250	700	1200	.....	.....	300	.....	1,852	00
2200	100	988	.....	.....	.....	.....	.....	600	1000	5000	.....	148368	330	100	40,689	16
170	.....	40	140	120	.....	.....	.....	500	5000	100	35	242256	150	200	31,140	72
.....	.....	.....	.....	.....	.....	.....	.....	300	.....	.....	1000	.....	.....	.....	3,338	00
10	.....	20	.....	.....	.....	.....	.....	100	100	.....	1000	.....	.....	.....	3,122	00
50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1400	28800	.....	40	7,846	00
1000	5	.....	.....	.....	.....	.....	.....	800	1000	500	200	166148	.....	100	24,790	76
350	.....	20	.....	25	.....	.....	.....	1500	1000	1500	.....	43200	150	50	8,594	00
.....	6	.....	.....	.....	.....	.....	500	3200	2300	2200	800	.....	.....	.....	2,904	00
7260	181	2825	240	220	4950	450	500	10050	14500	27900	4585	808100	1515	650	203,822	50

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in
and the Total Number of Men employed, &c., in the County of

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, fresh, in ice, lbs.	Mackerel, barrels.	
	Vessels.				Boats.		Nets.		Seine, fathoms.	Trawls, fathoms.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.					Value.
<i>King's.</i>			\$			\$		\$					
Queen's County, N.W. Line to Morell, including St. Peter's Bay	14	435	44	2500	1300	.....	410	383				
Morell to Cable Head	48	1080	130	1055	500	150	2000	150	802				
Schooner Pond to Naufrage ...	65	800	180	2500	800	350	.....	1200	550			
Lots 46 and 47, including North and South Lakes.	118	3540	354	7420	3000	175	8000	.....	2360			
To Red Head, including Souris Rollo, Fortune and Howe Bays.	3	180	5000	40	70	1400	150	2500	1000	600	50000	3000
Boughton Bay and Island.	9	270	38	180	90	.....	.....	.....	124			
Cardigan Bay	81	2500	280	5250	1250	.....	.....	.....	6000			
Georgetown to Cape Sharp.	1	50	1500	6	25	500	75	250	150	.....	.....	250
To Queen's County, S.E. Line, including Murray Harbor.	1	45	1500	9	50	2000	150	2500	1000	180	4000	750
Rivers and Estuaries, viz :— Morell, Midgell, Marie, Mon- tagne, Cardigan, Brudenell and others.	9	300	6000	45	20	500	40	1600	650	35000	50
Totals	14	575	14000	100	500	13005	1439	25755	9740	1435	99000	1760	13969

the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, King's, Province of Prince Edward Island, for the Year 1886.

KINDS OF FISH.														FISH PRO- DUCTS.		VALUE.
Mackarel, in cans.	Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, lbs.	Boneless Cod, lbs.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Trout, lbs.	Smelt, lbs.	Eels, lbs.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Unmanufactured Fish Guano, tons.	
	377	108	207			5	700	230	3000	2500	3000	5	44160	87	85	\$ cts.
1820	500	160	815		1000	50	7000	1000	500	500	500		41280	500	80	12,198 00
	115	25	200			5			1300	1200	300		84288	50	60	16,528 10
																17,282 56
28500	2600		2196	3000		3000	10000	2000	7000	1200	10000		134664	2500	100	73,185 68
4000	325		500	500	2000	500	50			500			109800	800	80	48,984 00
	80		50						1000	900	3000		21552		20	4,560 24
10000	2200		400	300		100			600	2000	30000		246864	250	500	101,884 68
	250		25			20	450		500	1200	150					3,548 00
4800	2500		500										173088	150	150	38,475 56
	1500		2000	8500	29610	4000	40000		500	4000	2000		228288	4000	400	61,461 16
									18000	2000	5300					1,518 00
49420	10447	293	6893	12300	32610	7680	59200	3230	32400	16000	54250	5	1083984	8337	1475	382,645 93

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, and the Total Number of Men employed, &c., in the Province of Prince Edward Island, for the Year 1886.

COUNTIES.	VESSELS AND BOATS EMPLOYED IN FISHING.										FISHING MATERIAL.					KINDS OF FISH.				
	Vessels.					Boats.					Nets.	Weirs	Seine	Trawl.		Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Alewives, barrels.	Cod, cwt.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Fathoms.	Fathoms.	Fathoms.	Fathoms.						
Prince	20	635	17,900	217	322	12,185	1,193	12,352	5,740	1	5,025	12,000	680	8,698	578,364	25,497	256	3,132		
Queen's	22	1,039	33,900	96	156	6,245	456	7,080	2,686			7,800	4,867	51,800	7,260	161	2,925			
King's	14	675	14,000	100	500	13,005	1,439	25,756	3,710			99,000	1,760	13,988	49,420	10,417	293	6,893		
Fresh fish, 15,000 families.....																				
Totals.....	56	2,249	65,800	403	1,018	31,415	3,093	45,097	18,136	1	9,140	119,800	2,440	27,534	679,584	43,204	700	12,850		

COUNTIES.	KINDS OF FISH.										FISH PRODUCTS.				VALUE.
	Cod Tongues and Rounds, lbs.	Boneless Cod, lbs.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Shad, lbs.	Striped Bass, lbs.	Trout, lbs.	Smelt, lbs.	Kels, lbs.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Unmanufactured Fish Guano, tons.	\$ cts.
Prince.....	8,040	3,180	1,630	8,400	6,000	250	200	32,745	43,600	68,500	28,533	1,724,898	5,145	1,190	550,522 92
Queen's	240		220	4,950	450	500		10,050	14,500	27,900	4,535	808,100	1,515	650	203,822 50
King's	12,300	32,610	7,680	56,200	3,230			32,460	16,000	54,250	5	1,083,984	8,337	1,475	382,645 98
Fresh fish, 15,000 families.....															6,000 00
Totals	20,580	35,790	9,530	71,550	8,680	750	200	75,195	74,106	150,650	33,125	3,616,760	14,997	3,315	1,141,991 40

RECAPITULATION.

YIELD and Value of the different Fisheries in the Province of Prince Edward Island,
during the Year 1886.

Kinds of Fish.	Price.	Quantities.	Value.
	\$ cts.		\$ cts.
Salmon, fresh	Lbs. 0 15	2,400	366 00
Mackerel	Brls. 10 00	27,534	275,340 00
do canned	Lbs. 0 10	679,584	67,958 40
Herring	Brls. 3 00	43,204	129,612 00
Alewives	Brls. 3 00	700	2,100 00
Ood	Owt. 4 00	12,850	51,400 00
do boneless	Lbs. 0 08	35,790	2,147 40
Ood and Hake Sounds	Lbs. 0 80	20,580	12,948 00
Hake	Owt. 3 00	9,530	28,590 00
Haddock	Lbs. 0 08	71,550	4,293 00
Halibut	Lbs. 0 08	9,680	580 80
Shad	Lbs. 0 08	750	45 00
Striped Bass	Lbs. 0 08	200	12 00
Trout	Lbs. 0 03	75,195	4,511 70
Smelt	Lbs. 0 08	74,100	4,448 00
Eels	Lbs. 0 08	150,650	9,039 00
Oysters	Brls. 3 00	33,125	99,375 00
Lobsters, canned	Lbs. 0 12	3,616,780	434,013 60
Fish Oil	Galls. 0 50	14,997	7,498 50
Unmanufactured Fish Manure	Tons. 1 00	3,315	3,315 00
Fresh Sea Fish (15,000 families)			5,000 00
Total Value of the Products of the Fisheries, 1886			1,141,991 40
do do 1885			1,293,429 64
Decrease in 1886			151,438 24

For Value of Fishing Plant in 1886, see next page.

ESTIMATE

Of Capital invested in Plant of the Fisheries of the Province of Prince Edward Island, in the Year 1886.

	Value.	Total.
	\$ cts.	\$ cts.
<i>Sea Fisheries.</i>		
56 fishing vessels, aggregate tonnage, 2,249 tons	65,800 00	
1,018 fishing boats	31,415 00	
45,097 fathoms of nets	18,165 00	
9,140 do seines	22,850 00	
118,800 do trawls	25,000 00	
1 fish trap	1,000 00	
Say 350 curing houses, stages, &c.	50,000 00	214,230 00
<i>Lobster Fishery.</i>		
130 factory buildings, viz.:— 30 at less value than \$300; 34 at \$1,200; 33 at \$1,600; 22 at \$2,000; 7 at \$4,000, and 3 at \$5,000 and upwards, with all their gear, including traps, movable outfit, cables, anchors, tools, &c., besides which there are nine factories not working.	261,000 00	
969 fishing dories	9,000 00	270,000 00
<i>Oyster Fishery.</i>		
650 boats		10,000 00
Total		494,230 00

J. HUNTER DUVAR,
Inspector of Fisheries, P.E.I.

APPENDIX No 6.

QUEBEC.

REPORT OF THE FISHERY OFFICER IN CHARGE OF THE GOVERNMENT VESSEL "LA CANADIENNE," ENGAGED IN THE PROTECTION OF THE GULF FISHERIES, FOR THE YEAR, 1886.

GASPÉ, QUE., 31st December, 1886.

Hon. GEORGE E. FOSTER,
Minister of Marine and Fisheries.

SIR,—I have the honor to submit my report on the fisheries of the Gulf division of the Province of Quebec for the season of 1886, together with synopses of the reports of the various local officers, and detailed statements of the material employed in the fishing industry, and of the general yield.

As can be seen by a glance at the statement of the total value, the fisheries for this year show a slight increase over those of 1885, and this in spite of the fact that certain of the fish products, especially the oils, have fallen considerably in value. These oils have been falling steadily in price since the introduction of mineral oils.

The season of 1886 will be a memorable one in the Gulf division. In the month of February we were shocked by the announcement that two of the oldest and most considerable fishing firms had suspended; one of these firms had done business on the coast for upwards of one hundred and thirty years. The stoppage of these firms threw a large number of people out of employment, and as many of them were entirely dependent on weekly advances for a living, it became necessary to furnish relief to tide them over the months of February, March, April and May. This was done by grants from the Dominion and Local Governments, supplemented by considerable private aid. Relief committees were organized on those parts of the coast where distress existed, to control the distribution of supplies. A sum of about six thousand dollars was expended, of which two thousand was granted by the Dominion Government, two thousand by the Local Government, and about two thousand was given by private subscriptions. Fortunately, the creditors of the firms in trouble decided to continue the business, and after the month of May there was no necessity for continuing the relief.

On the north coast the distress which existed was not in any way due to the stoppage of these firms, but to the almost complete failure of the cod fishery, between Requimaux Point and Blancs Sablons. The distress was greatest at and about Natashquan, and it was wisely decided to aid all who were willing to do so, to leave the coast. With this object, your Department sent the Dominion steamer "Napoleon" to Natashquan, and she carried to Quebec about one hundred and sixty persons; at Quebec these people were taken charge of by the Local Government, and removed to the County of Beauce, where arrangements had been made to settle them. It is to be hoped that they will succeed in making a better living as farmers, than they did as fishermen. If they succeed, they will likely be joined by others, as in spite of all that may be said by those who are interested in settling the coast of Labrador and Anticosti, it is impossible for any considerable population to

live on these coasts if they are dependent on the cod fishery alone for their maintenance. Those who hold sedentary salmon and seal fisheries may do well, but all others are certain to come to grief, sooner or later.

SEALS.

This fishery, though far from being a good one, was yet a decided improvement over those of the past four years. Seals were very abundant on the ice during the month of April, especially at Magdalen Islands. A great many were lost owing to rough weather, and disputes occurred as to the ownership of seals taken dead on the ice; about twice as many seals were killed and skulped as were saved, and several vessels loaded with seals not killed by their own crews. This was due to the fact that the ice kept driving, and the vessels were often driven away from the pans on which their crews had killed the seals. Certain rules or customs exist among seal fishermen, as to the manner of dealing with skins thus found adrift on the ice, but it is often difficult to prove the ownership of skins that bear no blaze or mark. Much of the loss incurred is unnecessary, and seal fishermen are frequently in the habit of killing more seals than they have any chance of saving. Seals were also plenty off Point Rich, on the western coast of Newfoundland, and had our fishermen been fitted with steamers instead of schooners, large fares would have been made. The fall and spring seal fishery with nets on the Labrador was poor. The price of skins keeps up, but oil has fallen to 30 cents a gallon.

HERRING.

Spring herring were abundant all over the Gulf, but there being no great demand for them, but few were caught for export. They are principally taken for smoking, baiting lobster traps and manure. The fall herring fishery made by our fleet from Esquimaux Point was good, though the Labrador herring fishery was a failure. The schooners from Esquimaux Point having failed at the cod fishery, were fortunate enough to strike herring at the mouth of the Straits. They at once abandoned cod fishing and filled up with herring in bulk; these herring they afterwards barrelled at the Point. A few of the schooners that were fortunate enough to procure barrels, returned to the Straits towards the end of September and again struck herring off Point Rich, returning to the Point with a second load. The Newfoundland Labrador herring fishery having failed on account of these herring being scarce, this was fortunate for the people of Esquimaux Point, as they obtained a high price for their herring, much of it selling for \$5.50 per barrel.

COD.

The cod fishery off the mainland of Gaspé and Bonaventure Counties was fully up to the average; though on account of rough weather the fall catch was small. The bulk of the fishery was made during the two last weeks of July, when, with fine weather and plenty of bait the boats did splendidly. In the upper part of the County of Gaspé from Mont Louis to Cape Chatte, the fishery failed again; it is in fact pretty well abandoned as a summer fishery. In the fall, for some weeks, the boats did well. The people still attribute the failure of the summer fishery to the visits of the white porpoise. It is quite certain that, when these whales put in their appearance, the cod disappear and do not show up again for a week or two.

On the north coast, cod were scarce all along in shore. This scarcity was most marked at Natashquan, where the failure was complete. The fish stuck to deep water and never came inshore; capelin were uncertain and scarce all season. Most of the north shore fishermen between Natashquan and Blancs Sablons are not rigged for deep sea fishing; in fact they are in many cases too indolent to fit out for it. They have been accustomed to have the cod inshore in shallow water, where they are taken without so much labor with the float line or the seine. At Harrington and Mutton Bay, two considerable settlements of people from Newfoundland, where the fishermen are particularly pushing and industrious, the catch was quite considerable.

It was however all made in deep water. Seines and trap-nets did nothing whatever. At Gran Island, on the room of Messrs. LeBoutillier Brothers, of Paspébiac, a fairly good fishery was made with hook and line; this being the only room on the north coast that made anything like an average fishery. The failure of the cod was not confined to our Labrador, as it was even more complete on outer Labrador and on the east and north coast of Newfoundland. Very few Nova Scotia cod fishermen visited Labrador this season, and I do not expect to see one of them on the coast next season, as they will all be sent to the banks. The number of Newfoundland vessels was also much below the average, most of the large firms having refused to fit out planters for Labrador, with the object of driving as many as possible into the bank fishery. My own idea is that, the failure of the inshore fishery is largely due to the fact that, fish are kept on the banks by the largely increased quantity of bait distributed there. Many of the smaller merchants or planters doing business on Labrador have been completely ruined by a succession of bad fisheries on that coast. The fact of the existence of extensive cod fisheries in the Pacific, off the coast of British Columbia, had just reached Labrador when I was last there, and many enquiries were made by Newfoundland fishermen as to the cost and means of getting there. I would not be surprised to see a considerable emigration of fishermen from the more remote coasts of Newfoundland towards the Pacific. On the coast of Labrador, these people lead a hard life; born and reared as fishermen they know little or nothing of farming, and though in many parts of Newfoundland they have good land, they neglect to cultivate it. I have always held that, only those who have sedentary seal and salmon fisheries to depend on, should winter on the north coast, and the experience of each successive season is proving that, all others have no business there.

The returns from the Island of Anticosti also show a falling off. This is because a much smaller number of boats have fished from the island; the owners having refused to allow non-resident fishermen to make use of the beaches for landing and drying fish unless on payment of a rental or royalty. Many fishermen objecting to pay this have gone elsewhere to fish.

SALMON.

The returns of salmon fishing again show a slight falling off. The fishery was late in beginning, in spite of an early and favorable spring. The fish seemed to run in schools more than usual, and in many places it was noticed that nets which had not usually done well had beaten good stands. By the reports of local officers, it will be seen that the rivers are well stocked with parent fish. Angling was good, though in the early part of the season the weather was too dry and clear for good sport. Several local officers complain that licensees are negligent and dilatory about rendering a statement of their catch and paying their fees. Should this continue, we will have to make an example of some of the more careless by refusing to renew their licenses.

LOBSTERS.

In 1885, there was canned in the Gulf Division 872,257 pounds of lobsters; this season the returns give 949,482 pounds; an increase of 77,225 pounds. The local returns of the Gaspé sub-division show that 257,810 pounds were canned there this year as against 103,593 pounds last year, being an increase for this season of 154,217 pounds. So that, outside of the Gaspé sub-division, there was a considerable falling off. In Gaspé Bay, and off the adjoining coast, fishing was good, and lobsters ran large. A number of new factories were opened in the neighborhood of Gaspé. In the upper part of Bay Chaleurs, this fishery was almost *nil*. On the mainland, cannerymen are anxious to have the close season changed. They wish to have it during midsummer, so that they can continue fishing during the fall when lobsters are firmer, fuller and in every way better. At Magdalen Islands, the majority of cannerymen are of the same opinion. Some few who have their factories on the west side of the islands and who could not fish late in the fall, owing

to the prevalence of westerly winds, might not benefit by the change, but even they are of opinion that the close season should be during midsummer. I believe that lobsters are in primer condition towards the fall.

MACKEREL.

Mackerel fishing was a failure; the fish remained about the coasts of Cape Breton and Prince Edward Island and never came north in any great quantity. Those that were taken were large and in fine condition. Only one trap-net was fished; that of Captain Cunningham, at Cawees. He did nothing. It is not likely that there will be any further demand for trap-net licenses; these nets being evidently not suited to our coasts. Some years ago, several of our fishermen purchased mackerel traps and took out licenses, but in no instance has one of them taken enough fish to pay for the poles on which the net was hung; the mackerel would school all round the traps but never go in.

Only one American schooner came up as far as Gaspé Bay; this was the seiner "Eliza A. Thomas," of Portland. Several American fishermen entered Pleasant Bay, Magdalen Islands, among others the mackerel steamer "Novelty," of Portland.

BAIT.

Bait was abundant on the south shore; herring being taken in Gaspé Bay well into the month of December. On the north shore capelin failed, and there can be no doubt that the failure of the cod fishery was in part due to this, as over a great part of the coast the only summer bait is capelin.

The guano factory at Salmon Bay, on the Coast of Labrador, was unable to run full time, owing to want of material; only about sixty tons of guano were manufactured.

The season on the whole was a rough one, though we did not have many gales of wind; yet, the weather was frequently, for a week at a time, too rough for boats to get out. The crops, over all that part of the coast where any attempt is made to cultivate the land, were abundant. Could our fishermen be induced to devote a larger part of their spare time, of which they have a great deal, to improving their land and raising potatoes, grain and pork, no people in the Dominion could be more independent. The price of fish abroad keeps low. The large catch in Norway and the cholera in the Mediterranean has kept down European markets. For a while this fall there was some appearance of a rise in Brazil, but the outbreak of cholera in the Argentine Republic and the probability of its spreading to Brazil, will certainly keep down prices in South America. Fortunately for our fishermen, the prices of all that they most need, molasses, tea, flour, cotton, and pork are low. We had no mishap on board "La Canadienne;" all went well and smoothly from the opening to the close of the cruise. Should mackerel strike north next season, it will be necessary to have another coast guard stationed in the river.

I beg to append synopses of the reports of local Overseers.

I have the honor to be, Sir,

Your obedient servant,

WM. WAKEHAM,

*Commander of the Government Steamer "La Canadienne" and
Fishery Officer for the Gulf Division.*

SYNOPSIS OF FISHERY OVERSEERS' REPORTS.

RISTIGOUCHE SUB DIVISION.

Mr. Verge reports that, the catch of salmon on the Quebec side has about maintained its average; 65,590 pounds having been taken this season as compared with 64,680 pounds last season. Salmon were late in entering the estuary, and remained in the bay below Dalhousie, where they schooled like mackerel during the early part of June. *Mr. Verge* complains that the regulations in force below Dalhousie, on the New Brunswick side, are unfair to the estuary fishermen, who are restricted in their manner of fishing and compelled to observe the Sunday close time, while those outside fish without any such restrictions. *Mr. Verge* suggests that the *pêches* be abolished, or that the bar-nets be shortened, and that lessees be compelled to observe the Sunday close time.

The quantity of smelts caught with bag-nets last winter off Escuminac was less than the year before, owing to the ice having moved off several times during the fishing. The fish taken were very choice and large.

The Sunday close time and other regulations were well observed. The pools in the Ristigouche are full of fish. Upwards of four hundred fish were either taken in the Government net or bought from net fishermen for the hatchery. From these, about two million eggs were obtained.

NEW RICHMOND SUB DIVISION.

Mr. Cullen reports a decrease in the catch of salmon, as compared with 1885, of 8,212 pounds; salmon having kept on the south side of the bay.

The summer catch of cod was small, the fact being that people are devoting more of their time to farming and less to cod fishing during the summer season. In the fall, when farming operations are over and fishing better, more attention is devoted to it. Fall fishing was good. Spring herring were abundant, but as they were of no great value and salt was scarce, no great quantity was prepared for export. Fall herring were abundant and of good quality. A few mackerel were taken, but our people do not devote themselves to this fishery.

The lobster catch was small; only 37,880 pounds having been canned this year by seven factories, as compared with 90,552 pounds last year. *Mr. Cullen* considers that, fishing should be prohibited for a few years to let the lobsters increase in number and size. Opinions are divided on the subject of a close season.

PORT DANIEL SUB-DIVISION.

Mr. Phelan reports that salmon fishing began on 20th May, which is earlier than usual. The catch is a trifle less than last year. The fish ran in schools and were very unevenly distributed; some nets making heavy catches while others did nothing at all. Most of the fish were taken between 25th of May and 10th of June. All nets were ashore by the 20th of June. Cod fishing began on the 8th of June. The summer catch was small; the fall catch better. Squid struck in plentifully in August, giving an abundance of bait. At Paspebiac, fall fishing was particularly good; some boats having landed as much as thirty drafts a week. Spring herring were taken in great quantities for lobster bait and manure, between 20th of May and 10th of June. After that date, herring became scarce and were not seen again until October, when they struck in abundantly, and large quantities were taken, principally for home consumption.

Mackerel appeared to be scarcer than usual. A few were taken in herring nets. Capelin were plentiful at Paspebiac, but never struck Port Daniel Bay or Anse au Gascon. Lobster fishing was fair. A new lobster cannery was opened at Anse au Gascon by *Mr. Haddow*, of Dalhousie. Lobster fishing began on 30th April and closed on 2nd of August. A few smelts were taken in Port Daniel Bay this fall. They were shipped by steamer to Dalhousie. No contravention of the Fisheries Act came under *Mr. Phelan's* notice this season.

GASPÉ SUB-DIVISION.

Mr. Vibert reports that salmon fishing began earlier than last year; the first salmon being caught on 13th of May. The catch was about the same as in 1885; 83,000 pounds being taken in nets and 5,916 pounds with the fly. The last week in May was rough and coast nets lost many fish. On 31st of May two stands in the Basin caught 37 fish averaging 23 pounds. Two salmon taken with nets in June weighed 89 pounds. There was no run of small fish in July. One hundred and seven net-fishing licenses were issued. Ninety-six stands were fished. At Pabos and Grand River the catch was good. The angling statement is as follows:—

	No.	Weight.
York River.....	125	2,723
Dartmouth River.....	33	700
St. John River.....	23	386
Grand River.....	109	1,962
Little Pabos River.....	6	90
Grand Pabos.....	4	55
Total	300	5,916

The largest fish on the York	weighed.....	35 pounds
do Dartmouth	do	30 do
do St. John	do	29 do
do Grand	do	26½ do

Messrs. Walker and Harris killed 78 salmon in ten days on Grand River. There was no angling after 26th July.

Cod only struck late in June. At Point St. Peter, on the 16th of June, the catch was not a quarter that of previous years at a corresponding date. Herring at this time were plentiful; on the 14th June twelve nets caught thirty-five barrels. At Grand River, on the 2nd July, cod fishing was no better than last year; by the end of July there was a great improvement, boats bringing in twenty-five drafts from the banks in one trip. At this time there was no fish inshore. At Cape Cove, in the week ending 21st August, boats landed from twenty to forty drafts. September was windy and rough. October being a fine month, a considerable quantity of cod was landed at some places, much of which was salted in casks and shipped to Quebec and the West.

The principal bait used after July was euid. The wet weather in July and August interfered greatly with the curing of fish.

From Gaspé 12 cargoes were sent to Brazil.

do	6	do	do	Mediterranean.
do	2	do	do	West Indies.
do	1	do	do	Jersey.

Mackerel were scarce, only a few barrels being taken. They were, however, of good quality.

Lobsters were plentiful and fishing was good. There were ten canneries in operation besides two boilers at Chien Blanc which supplied Malbaie and Belle Anse factories. On 15th of June, 32,000 pounds were received at Chien Blanc. On 25th June, a lobster was taken which weighed fifteen pounds. All those engaged and interested in the lobster fishery agree in the belief that there should be a close season for a month, from 25th July to 25th of August; this being the soft shell season. Only three factories were running in 1885. The catch in this sub-division shows an increase of 167,217 pounds over the packing of 1885.

The schooner "Admiral," Captain Tripp, was employed in the whale fishery from 10th June to 16th September in the Straits of Belle Isle and on the coast of Labrador. She captured six whales representing 3,760 gallons of oil.

STE. ANNE DES MONTS.

Overseer Letourneau reports summer cod fishery as slightly better than last year. He attributes the failure in this fishery to the presence of white porpoises. It was always noticed by the fishermen that, when these porpoises come down the river, cod disappears. Fall cod fishing was poor, bait being scarce.

Salmon fishing was poor. The nets were frequently driven ashore. Salmon were much later than usual in striking the coast. The rivers are abundantly supplied with breeding fish. There was no contravention of the law in Ste. Anne's river this season. Fly fishing was not quite so good as last year; fish being late in taking to the river. Eighty-four fish were taken with the fly in Ste. Anne's River; they averaged 18½ lbs.; the largest weighed 32 lbs. The run of salmon was smaller this year than last. Trout were abundant; they were mostly taken with hook and line, one fisherman having taken 400 lbs. in two days in this way. Mr. Letourneau is sorry to say that trout are increasing, and this is sure to damage the rivers for salmon fishing. Spring and fall herring were abundant; the latter are mostly sold for local consumption. Mackerel entirely failed. Capelin were scarce, being only taken in the eastern part of the sub-division, where they were used principally for manure.

MAGDALEN ISLANDS.

Mr. Chevrier reports that the fisheries of Magdalen Islands were below the average. Spring herring were abundant, but there being no demand for these fish save for lobster bait and manure, no great quantity was taken. The seal fishery, though a poor one, was yet much better than for the past few years. No vessels fitted out for the Labrador cod fishery; a few vessels fished on the banks about the islands; owing to rough weather fall fishing was also poor, though cod were abundant. Lobster fishing was poor; there is no doubt that it is being overdone. There are nineteen factories in operation on Magdalen Islands. It is proposed to erect a factory on Dead Man Rock.

GODBOUT SUB-DIVISION.

Overseer Comeau reports the catch of salmon as about an average; he believes that, had fishermen been well supplied with nets, the yield would have been large, the season being a favorable one. Trout were plenty, and a great many were taken. Cod and halibut were only taken for local consumption. Herring were abundant; they first struck on 15th of April. Mackerel were abundant in August, but kept outside. Sturgeon were also plentiful at Manicouagan; they were taken in weirs, no attempt being made to net them. An extensive white porpoise fishery, with stakes, was erected at Manicouagan; it was a failure, only one porpoise being caught in it. Porpoises were very abundant, but the water is too clear for this mode of fishing. The harbour seal fishery at Manicouagan was below the average; this kind of seal seems to be getting scarce in the river. Seal hunting off Point des Monts in winter, for Greenland seal, was good, over 400 having been killed by ten hunters. Salmon fly fishing was about an average; fishing gave out early, as the water got too low and clear. Over 300 fish were taken by three rods in Godbout River, the average weight being 12 lbs.

TRINITY SUB-DIVISION.

Overseer Belanger reports salmon fishing an average one, the yield being slightly ahead of last year. The fish did not remain long in salt water, but went right into the rivers. Trout fishing was poor; cod fishing a failure; the cod were late in coming and were always scarce; heavy winds prevailed during summer and fall. The price of cod was low, and fishermen are consequently poorly off. During a gale which occurred in September, many boats and nets were totally lost at English Point and Caribou Islets. Herring were scarce and owing to the loss of nets but few were

taken. Mackerel were scarce. Thirty barrels were taken by Capt. Cunningham, at Caweess.

MOISIE SUB-DIVISION.

Overseer Migneault reports that salmon fishing began on 19th of May. The yield was one-third less than last year. He attributes this to an early spring and to the fact that salmon went right up the rivers on striking the coast, a large number ascending the rivers before the nets were set. Mackerel were scarce, only fifty-five barrels being taken at Seven Islands; they were of superior quality. Herring fishing was about as usual. Summer cod fishing was about an average, though during the whole season, that is to say up to 4th of September, there were only thirty-four days on which boats could get out; the season was rough and foggy. Bait struck in on 20th of April and was abundant during the summer. Squid were plentiful during the fall. One hundred and eighty seals were taken at Seven Islands and Ste. Marguerite.

MINGAN SUB-DIVISION.

Overseer Duguay reports salmon fishing to have been a comparative failure. In 1885, 103½ barrels were salted, and 16,540 pounds prepared fresh in ice. This was about an average fishery. This season, only 36 barrels were salted and 14,000 lbs. prepared fresh. Spring was unusually early and waters fell rapidly in the rivers, so that the fish did not remain long in the estuaries. Cod fishing was also poor; the fleet of schooners from Esquimaux Point doing absolutely nothing. Bait was uncertain and the weather rough; the fish kept out in deep water. Herring fishing was good; vessels from the Point having failed at the cod fishery were fortunate enough to strike the fat fall herring off Brador, at the mouth of the Straits. They took over 5,000 barrels. Spring seal fishing, though not good, was yet much better than last year. The vessels from the Point took 7,600 seals as compared with 740 last year. A good many people from Long Point and St. John's River were obliged to leave the coast. At these places, the fishing rooms of Messrs. J. Fauvel & Co., and J. & E. Colias were abandoned for a time.

NATASHQUAN SUB-DIVISION.

Overseer McLeod reports that, he arrived at Natashquan on the 20th May and found a good deal of destitution; no traders having yet arrived. Spring herring were abundant, but people only took what they required for their immediate use, as they had no salt nor barrels. On continuing, to West Avocat he found the destitution greater, and many families were subsisting on clams. The arrival of the Overseer with bounty checks was fortunate for most of them, as they were at once able to procure a few luxuries. Salmon were first taken at Natashquan on 14th of June; there was then neither cod fish nor bait. Salmon fishing was poor. Soon after the arrival of the fish, the weather became rough, and it was impossible to keep the nets out, owing to the heavy sea on the shore and the freshets in the rivers. "La Canadienne" passed down, calling at Natashquan on 29th of June. She returned from below on 20th of July. Fall herring struck in late in September, but owing to rough weather, it was frequently impossible to handle the nets and the catch was smaller than usual. Owing to the failure of the cod fishery, several families were in a state of destitution all season. From the neighborhood of Natashquan, thirty-five families were removed to Quebec on board the Government steamer "Napoleon."

WASHEECOOTAI SUB-DIVISION.

Overseer Mathurin reports that, salmon fishing began on the 10th and ended 24th of June. The waters which had been low during all the month of May, began to rise about the middle of June and effectually put an end to net fishing. Very few cod were taken in this division. Strong easterly winds, with fog and rain, prevailed during the entire season.

ST. AUGUSTIN SUB-DIVISION.

Overseer Legouvé reports salmon fishing as being slightly better than during the previous year, though far from being good. The catch of cod, mostly made at Harrington Harbor and Mutton Bay, is better than in 1885. Cod was only taken in deep water. The season was rough and foggy, and persevering fishermen only did something. Bait was scarce until fall, when squid were plentiful. Summer fishing was made mostly on clams, which are not by any means abundant. Very few vessels fished along the coast. They all gave it up and proceeded further north. No fish were taken in seines or with traps. There is not likely to be any great distress, as such families as had not enough for the winter, left the coast. The sedentary seal fishery, which takes place in December, was poor; winds and ice not suiting.

BONNE ESPERANCE SUB-DIVISION.

Overseer Whitely reports cod fishing poor, although the season opened early, and fishing was expected to begin early; yet capelin, the only spring and summer bait, did not appear before the 20th of June, and even then were scarce and uncertain. Seines and traps did nothing; cod never struck inshore. The usual supply of launce failed. Squid were plenty, and in some degree towards the close of the season supplied the place of other bait. Salmon were scarce, though some stations did better than last year; the fish came from the east, the western berths did nothing. The run of salmon stopped suddenly two weeks before the usual time. Seals were not caught in any quantity in sedentary fisheries; they passed outside and not in the runs. The last seasons have been very trying to fishermen in this division, and most of the enterprising men have abandoned the coast and moved where they can obtain employment during winter. The guano factory made sixty tons of manure. The supply of material, owing to the failure of the fishery, was short. Should fishing improve, this industry will be of great benefit to the people, as the factory will utilize offals which have heretofore been thrown away.

RETURN showing Number and Value of Vessels, Boats, Nets, &c., in the County of
the Province of Quebec,

RISTIGOUCHE SUB-DIVISION

NAME OF PLACE.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, fresh, lbs.	Cod, ewt.	
	Vessels.				Boats.		Nets.		Seines.				
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	Fathoms.	Value.			
	¢				¢			¢		¢			
Twenty-two salmon stations...	23				22	420	22	3815	3895			65590	

NEW RICHMOND SUB-DIVISION

Magnasha.....	14	250	30	1250	1070	.....	.....	5900	.....			
Nouvelle.....	20	460	60	1500	1350	.....	.....	7102	.....			
Carleton.....	70	1100	100	4099	3130	200	200	13011	.....			
Maria.....	102	1880	150	8332	6932	40	40	32353	25				
New Richmond and Black Cape	50	700	60	3222	2267	.....	.....	16501	.....			
Capelin.....	80	1400	100	3400	1050	140	150	.....	370			
Big and Little Bonaventure.....	160	5600	270	4105	2470	500	500	500	1240				
New Carlisle.....	30	580	60	1300	680	160	160	.....	250			
Paspébiac.....	37	3921	196560	227	152	3900	275	3013	1970	340	340	300	1300
Totals.....	37	3921	196560	227	688	15370	1105	30221	20869	1380	1390	74567	3185

PORT DANIEL SUB-DIVISION

Paspebiac Portage.....	...	.....	.....	28	1400	60	700	400	180	300	.....	1100	
Nouvelle and Shegiwake.....	...	.....	.....	46	2300	105	2060	1000	120	150	.....	950	
Point Loup-Marin.....	...	.....	.....	40	500	50	1200	600	80	80	.....	400	
Port Daniel Bay.....	1	10	300	3	45	2250	100	1100	600	40	40	24320	1000
L'Anse à la Barbe.....	...	.....	.....	25	1250	60	1000	500	40	40	.....	2618	640
L'Anse au Gascon.....	...	.....	.....	45	2000	100	1500	800	180	200	.....	830	1850
Totals.....	1	10	300	3	226	10700	475	7500	3900	620	810	27768	5940

TOTAL FOR COUNTY

Ristigouche Sub-division .....	...	...	.....	.....	23	420	22	3815	3895	.....	.....	65590	.....
New Richmond do	37	3921	196560	227	688	15370	1105	30221	20869	1380	1390	74567	3185
Port Daniel do	1	10	300	3	226	10700	475	7500	3900	620	810	27768	5940
Totals	38	3931	196860	230	937	26490	1802	41536	28664	2000	2200	167925	9125

Bonaventure, extending from Head of Tide, Ristigouche, to Point Maquereau, in for the Year 1886.

(Head of Tide to Maguasha).

KINDS OF FISH.									FISH PRODUCTS.			FISH used for local consumption, barrels.	VALUE.
Haddock, cwt.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Sels, barrels.	Smelt, lbs.	Od Tongues and Sounds, barrels.	Lobsters, in cans.	Coarse and Mixed Fish, barrels.	Od Oil, gallons.	Fish used as bait, barrels.	Fish used as manure, barrels.		
.....	50	.....	.....	.....	6000	.....	.....	.....	.....	.....	.....	10	\$ cts. 7,159 00

(Maguasha Head to Paspebiac Point).

.....	90	300	7	8	.....	.....	70	.....	.....	2000	300	3,491 00	
.....	200	400	9	12	.....	.....	150	.....	.....	3000	350	4,984 20	
.....	300	1500	25	5	.....	.....	2640	200	100	9000	320	9,837 10	
.....	600	1200	15	40	.....	.....	3024	200	11 150	10000	800	15,673 30	
.....	300	1000	10	6	.....	.....	180	.....	.....	5000	450	7,802 10	
80	400	800	12	.....	.....	20	10138	300	200	300	6000	700	12,145 40
110	500	1000	17	12	.....	40	17280	400	510	600	10000	1500	23,510 00
100	150	500	6	.....	.....	12	4800	250	65	290	4000	380	7,349 00
205	200	600	30	20	.....	70	.....	500	850	600	8000	390	15,070 00
475	2740	7400	121	103	.....	142	37880	2050	1636	2040	57000	5190	99,852 10

(Paspebiac Point to Point Maquereau).

.....	300	.....	.....	.....	.....	5	.....	800	200	1000	400	8,265 00
.....	400	.....	.....	.....	.....	42000	.....	800	250	2200	500	15,470 00
.....	100	.....	.....	.....	.....	.....	.....	300	150	400	150	3,070 00
.....	200	.....	.....	.....	6000	3	45000	800	300	400	400	16,789 00
.....	80	.....	.....	.....	.....	.....	.....	600	200	200	150	4,281 80
.....	200	.....	.....	.....	.....	4	18432	1700	400	400	300	13,563 60
.....	1280	.....	.....	.....	6000	12	105432	5000	1800	4800	1900	61,439 60

OF BONAVENTURE.

.....	50	.....	.....	.....	6000	.....	.....	.....	.....	.....	10	7,159 00	
475	2740	7400	121	103	.....	142	37880	2050	1636	2040	57000	5190	99,852 10
.....	1280	.....	.....	.....	6000	12	105432	.....	5000	1800	4800	1900	61,439 60
475	4070	7400	121	103	12000	154	143312	2050	6636	3840	61800	7100	168,450 70

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County
Magdalen Islands), in the Province

GASPÉ SUB-DIVISION

NAME OF PLACE.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.					
	Vessels.				Boats.		Nets.		Seines.		Trap- nets.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	Fathoms.	Value.	Value.	
		\$	\$			\$		\$		\$		
Black Point. ....	...	...	...	...	13	197	24	297	175	30	40	.....
Newport Islands.....	...	...	...	...	22	898	40	722	344	139	104	.....
Newport.....	...	...	...	...	16	527	24	439	280	20	10	.....
Anse à Blondel .....	...	...	...	...	5	320	12	210	146	25	25	.....
Newport Point.....	...	...	...	...	37	1500	80	1500	750	.....	.....	.....
Anse aux Canards.....	...	...	...	...	6	220	14	200	80	20	16	.....
Grand Pabos Gully .....	...	...	...	...	13	760	28	450	190	60	40	2000
do Portage .....	...	...	...	...	17	1025	38	736	380	24	30	.....
Grand Ruissseau.....	...	...	...	...	7	350	10	188	106	.....	.....	.....
Anse aux Basques .....	...	...	...	...	16	650	28	440	260	60	40	.....
St. Adelaïde de Pabos.....	...	...	...	...	6	320	14	208	85	25	10	.....
Little Pabos.....	...	...	...	...	22	1205	46	1032	650	170	90	.....
Little River, West.....	...	...	...	...	23	1890	46	880	625	.....	.....	.....
Grand River.....	...	...	...	...	66	5030	152	3000	1871	260	150	6400
Little River, East.....	...	...	...	...	49	2058	93	1908	872	152	135	.....
Cape Despair.....	...	...	...	...	26	540	38	720	390	25	40	.....
Cape Cove (Anse du Cap)	1	70	3000	5	48	2900	97	1854	1148	150	130	.....
Anse au Beaufils.....	...	...	...	...	52	2060	104	1824	824	130	70	.....
Bonaventure Island .....	...	...	...	...	51	1021	102	2444	902	176	62	.....
Percé ...	...	...	...	...	118	6440	236	4281	2557	306	427	.....
Corner of Beach (Coin du Banc). ...	2	103	2300	8	20	730	39	795	567	250	400	.....
Barachois River.....	2	96	2300	7	45	2700	95	1342	575	300	360	.....
Belle Anse.....	...	...	...	...	8	320	16	400	175	25	15	.....
Malbale .....	...	...	...	...	34	1640	68	1560	840	28	40	.....
Point St. Peter.....	2	111	4000	10	58	3465	120	2524	1164	159	175	.....
Ohien Blanc.....	...	...	...	...	30	1800	60	1100	550	200	120	.....
Bois Brûlé.....	...	...	...	...	11	450	22	220	163	.....	.....	.....
Seal Cove .....	...	...	...	...	10	400	20	365	70	.....	.....	.....
Douglstown.....	2	144	3500	25	18	900	32	1770	592	50	50	.....
Sandy Beach.	3	172	6000	15	15	380	28	2179	3052	20	20	.....
Gaspé South-West Bay.....	3	140	2000	24	30	366	30	2800	1560	.....	.....	12000
Gaspé North-West Bay.....	2	105	3100	9	15	280	17	900	425	.....	.....	.....
Peninsula.....	...	...	...	...	13	171	12	1378	762	.....	.....	.....
Cap aux Os.....	...	...	...	...	14	242	24	584	331	.....	.....	.....
Little Gaspé and Seal Rock. ....	...	...	...	...	18	264	25	540	3.9	22	24	.....
Grande Grève and St. George's Cove	3	200	9100	15	25	645	42	1353	837	236	397	.....
Indian Cove and Ship Head .....	...	...	...	...	29	1162	47	1:00	636	44	65	.....
Totals	20	1140	34200	119	1003	45804	1919	43719	25255	3105	3088	20400

of Gaspé, extending from Point Maquereau to Cape Chatte (and including the of Quebec, for the Year 1886.

(Point Maquereau to Cape Gaspé Head).

KINDS OF FISH.											FISH PRODUCTS.				Fish used for Local Consumption, barrels.	VALU.	
Salmon, fresh, lbs.	Salmon, in cans, lbs.	Cod, cwt.	Haddock, cwt.	Halibut, lbs.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Eels, barrels.	Smelt, lbs.	Cod Tongues and Sounds, barrels.	Lobsters, in cans, lbs.	Whale Oil, gallons.	Cod Oil, gallons.	Fish used as Bait, barrels.			Fish used as Manure, brls.
																\$ cts.	
	1000	567	5	240	19					2	30000		450	60	274	40	2,915 40
		891	4	670	89					1			586	151	640	75	9,699 60
		710	2	45	36					1			400	128	29	48	3,522 50
		386	2	1630	20					2			300	40	20	25	2,017 80
900		4000		10 0	100					6			3500	1370	100	200	20,224 00
		235	2		22								260	25	10	24	1,242 00
		750	2	350	12			3		1			650	80	100	30	3,617 60
2786		2580	8	1200	98	30				3			2000	260	150	75	12,664 10
		340	2	150	25	75							330	50	56	20	1,785 75
		2540	4	0 0	65	30				2			2000	150	60	40	11,661 50
		465	2	265	20					2			400	60	120	45	2,441 90
3300		2180	4	750	230	25	2			4			2000	220	180	60	11,437 25
		1260			6						10178		1755	6 5		72	8,469 40
6200		5715			212								5085	1841	85	213	28,772 50
		4900			30								4720	1445		331	24,377 00
		1111								1	71042		807	325		129	16,273 10
		4020								26			2530	1810		540	21,728 00
		3065			18								2140	1360		328	15,880 00
		4064			23					2			2925	886		30	18,542 00
		9660	120		237					3	15696		10485	4850	120	5 0	53,913 40
1000		1185			44						43000		880	112		17	11,998 00
6500		2775			20								2500	1200		140	14,590 00
2511	1255	450			5						36929		400	100		15	8,181 45
1400		2900			25						22500		2100	720		115	16,875 00
		5602			50		1						400	1281		64	25,875 00
		2000			25								1000	560		150	9,660 00
		660			1000								600	300		20	3,660 00
800		400			60								300	200		15	2,300 00
2400		800			40			1			7200		640	300		750	8,243 00
8072		285		200	49		13						195	92		115	2,915 20
186 0		20			25		1	2				3760		2		68	3,814 00
10310		10			5			2						1		30	1,226 00
10449		10			11		3				21267		4	2		75	4,652 55
5550		279			59								159	103		75	2,373 60
4155		364			50								242	14		87	2,458 30
		580			95								804	238		25	3,359 60
900		1780			50								1434	307		35	8,430 60
82873	2258	69439	157	7905	2071	160	18	10		55	257810	3760	59821	21466	1894	4623	402,898 50

RETURN showing the Number and Value of Vessels, Boats

MAGDALEN RIVER SUB-DIVISION-

NAME OF PLACE.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.					
	Vessels.				Boats.		Nets.		Seines.		Salmon, barrels.	Salmon, fresh, lbs.
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	Fathoms.	Value.		
			\$			\$		\$		\$		
Cape des Rosiers	90	650	85	1440	708	150	95	.....	.....	.....	.....	.....
L'Anse à Louise.....	70	850	100	1500	790	.....	.....	.....	.....	.....	.....	.....
Three Runs.....	14	175	21	710	170	.....	.....	.....	.....	.....	.....	.....
Jersey Cove.....	18	240	38	450	212	.....	.....	.....	.....	.....	.....	.....
Anse à Grisfonds.....	70	1610	100	1775	1100	220	240	2	.....	.....	.....	.....
Anse à Fougère.....	9	170	14	200	140	.....	.....	.....	.....	.....	.....	.....
Fox River.....	184	3148	184	3900	2490	200	250	.....	.....	.....	.....	.....
Little Fox River	26	468	38	650	312	.....	.....	.....	.....	.....	.....	.....
Little Cape	14	138	22	680	350	100	25	.....	.....	.....	.....	.....
Echourie	32	415	54	275	140	.....	.....	.....	.....	.....	.....	.....
Grand Anse	5	25	7	175	50	.....	.....	.....	.....	.....	.....	.....
Pointe Jaune	8	80	21	225	108	.....	.....	.....	.....	.....	.....	.....
Anse à Valeau.....	12	188	18	240	150	5	12	.....	.....	.....	.....	.....
Grand Etang	6	150	10	200	100	.....	.....	.....	.....	.....	.....	.....
Pointe Séche.....	18	400	21	400	200	.....	.....	.....	.....	.....	.....	.....
Big Ohlorydorme.....	23	710	21	400	200	50	60	.....	.....	.....	.....	.....
Little Ohlorydorme	13	240	18	400	200	.....	.....	.....	.....	.....	.....	.....
Little Anse.....	14	230	16	330	130	.....	.....	.....	.....	.....	.....	.....
Frigate Point.....	15	300	17	400	200	.....	.....	.....	.....	.....	.....	.....
Little Vallée.....	20	375	19	440	220	.....	.....	.....	.....	.....	.....	.....
Anse à Colin	10	170	8	400	200	.....	.....	.....	.....	.....	.....	.....
Anse à Mercier.....	10	170	9	400	200	.....	.....	.....	.....	.....	.....	.....
Grande Vallée.....	30	500	34	700	400	.....	.....	.....	.....	.....	.....	.....
Grande Anse	10	190	10	200	100	.....	.....	.....	.....	.....	.....	.....
Cap à l'Ours	38	744	40	780	410	.....	10	.....	.....	.....	.....	.....
Little Magdalen	11	216	13	200	100	.....	.....	.....	.....	.....	.....	.....
Manche D'Epée	8	144	9	160	96	.....	.....	.....	.....	.....	.....	.....
Gros Mâle	12	210	14	330	170	.....	8	.....	.....	.....	.....	.....
Ruisseau des Olives	8	208	8	220	146	.....	6	.....	.....	.....	.....	.....
Anse Pleureuse	8	209	8	260	156	.....	5	.....	.....	.....	.....	.....
Mont Louis	80	2480	100	1940	1168	240	60	5	.....	.....	.....	.....
Rivière à Pierre	12	128	14	240	120	.....	.....	.....	.....	.....	.....	.....
Olaude River	24	500	39	610	340	44	30	4	.....	.....	.....	.....
Totals.....	872	16226	1118	21230	11546	1054	772	40	.....	.....	.....	.....

and Nets, &c., in the County of Gaspé, &c.—Continued.
(Gaspé Head to Olanle River.)

KINDS OF FISH.										FISH PRODUCTS.						VALUE.		
Cod, cwt.	Haddock, cwt.	Halibut, lbs.	Herring, barrels.	Mackerel, barrels.	Trout, barrels.	Cod Tongues and Sounds, barrels.	Lobsters, in cans, lbs.	Coarse and Mixed Fish, barrels.	Seal Skins, No.	Porpoise Skins, No.	Seal Oil, gallons.	Porpoise Oil, gallons.	Cod Oil, gallons.	Fish used as Bait, barrels.	Fish used as Manure, barrels.	Fish used for Local Consumption, barrels.	\$	cts.
1800			150										1200	310		160	9,230	00
1600			100										1300	260		200	8,380	00
450			15										300	75		42	2,223	00
600			20										400	78		56	2,942	00
2500			50										1600	275		200	11,943	00
300			10										200	55		20	1,455	00
5000			134										4000	575		368	24,183	00
600			25										400	60		62	2,963	00
1100			60										800	95		40	5,215	00
400			15										200	36		100	2,178	00
290			20										190	23		14	1,395	00
350			14										200	36		40	1,732	00
310			14										250	39		36	1,579	00
200			10										114	20		10	945	60
1000			15										750	150		42	4,678	00
800			14										700	150		42	4,251	00
600			10										475	100		36	2,874	00
280			10										200	50		32	1,818	00
300			20										210	50		34	1,550	00
360			20										240	48		38	1,816	00
150			5										100	20		16	744	00
150			9										100	20		18	768	00
700		900	30		5								520	200	100	90	3,842	00
60			5										30	40		20	392	00
980		1200	15										600	300		80	5,052	00
80			10										60	70		26	558	00
50													40	160		70	656	00
200													150	200		18	1,244	00
40													25	160		40	574	00
40													30	160		30	548	00
1300						4				1		60	1100	800	300	320	8,032	00
20						2				1		60	10	240		100	770	00
200						2							150	500	60	160	2,106	00
22910		2100	800		13					4		240	16644	5355	460	2560	118,242	60

**RETURN showing the Number and Value of Vessels, Boats,
STE. ANNE DES MONTS SUB-DIVISION**

NAME OF PLACE.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.								
	Vessels.			Boats.			Nets.		Seines.		Salmon, barrels.	Salmon, fresh, lbs.	Salmon, in cans, lbs.	Cod, cwt.	Haddock, cwt.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	Fathoms.						Value.
		\$			\$			\$		\$					
Marsonis	5				200	10	120	120						50	
River à Marthe	8				320	16	200	200						63	
Ste. Anne's	3	172	10100	13	66	2635	130	1890	1655	336	215	9	1659	1298	
Cape Chatte	1	11	120	2	33	900	64	850	788	131	70	3	300	352	
Totals	4	183	10220	15	112	4055	220	3060	2763	467	285	12	1959	1751	

MAGDALEN ISLANDS

Amherst	6	179	5500	30	102	2780	256	14590	8080	780	1190			5455	285
G rindstone	8	315	12000	35	60	4500	210	8020	1860	270	430			3400	120
Allright	14	520	12000	60	33	600	83	510	366	140	80			1270	
Bryon					10	250	20							30	
Entry															
Grosse Isle and Grand Entry	2	65	3000	10											
Totals	30	1079	32500	135	205	8130	569	18120	10306	1190	1700			10155	405

TOTAL FOR THE

Gaspé Sub-division...	20	1140	34209	119	1003	45804	1919	43719	35255	3105	3038		82872	2255	69439	157
Magdalen River do ...					872	16226	1118	21230	11546	1054	772	40			22910	
St. Anne's do ...	4	183	10220	15	112	4055	320	3060	2763	467	285	12	1959		1751	
Magdalen Isl'ds do ...	30	1079	32500	135	205	8130	569	18120	10306	1190	1600				10155	405
Totals	54	2402	76920	269	2192	74215	3926	86129	49870	5816	5745	52	84832	2255	104255	563

Nets, &c., in the County of Gaspe, &c.—Continued.

(Marsons to Cape Chatte).

KINDS OF FISH.										FISH PRODUCTS.					Fish used for Local Consumption, barrels.		VALUE.		
Halibut, lbs.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Salmon, barrels.	Smelts, lbs.	Cod Tongues & Sounds, barrels.	Lobsters, in cans.	Coarse & Mixed Fish, brls.	Seal Skins, No.	Porpoise Skins, No.	Seal Oil, gallons.	Porpoise Oil, gallons.	Whale Oil, gallons.	Cod Oil, gallons.	Fish used as Bait, barrels.	Fish used as Manure, brls.		\$ cts.
.....	31	....	2	1	....	.....	.....	.....	10	.....	...	.....	.....	.....	30	28	42	21	519 00
.....	341	....	6	33	....	.....	3	.....	368	32	...	68	.....	.....	42	35	80	52	541 80
300	281	....	4	8	....	.....	1	.....	260	39	...	73	.....	.....	597	277	779	519	11,025 40
300	653	...	12	42	....	.....	4	.....	638	71	...	141	...	.....	284	158	532	390	5,398 80
																			17,451 00

SUB-DIVISION.

.....	185	203	...	...	...	62400	6875	22800	4620	6850	870	63,203 00
.....	5	90	...	...	...	150000	2500	10000	2960	3800	670	51,684 00
.....	70	...	...	...	...	46368	6200	22000	960	1450	540	31,309 20
.....	...	80	...	...	...	64800	500	1800	25	250	38	12,272 00
.....	...	...	...	...	...	1416	...	...	...	...	10	252 40
.....	...	...	...	...	...	185378	...	...	...	...	60	25,046 40
.....	240	375	...	...	...	510360	16075	56600	8565	12350	2188	186,747 00

COUNTY OF GASPE.

7905	2071	160	18	10	20400	55	237810	...	...	...	3760	59921	21466	1894	4628	401,899 50
2100	800	...	13	...	...	...	...	...	4	...	240	18344	5355	460	2580	118,242 60
300	653	...	12	42	...	4	638	71	141	...	...	953	498	1413	972	17,451 00	
...	240	...	375	...	...	...	510360	16075	...	56600	...	8565	12350	...	2188	186,747 00
10305	3761	160	405	55	10	20400	59	768170	638	16146	4	56741	240	3760	85983	39669	3767	10343	725,339 10

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County
Quebec, for

GODBOUT SUB-DIVISION

NAME OF PLACE.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.						Salmon, barrels.		Salmon, fresh, lbs.	
	Vessels.				Boats.		Nets.		Seines.		Trap-Nets.					
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	Fathoms.	Value.	No.	Value.			
				\$				\$		\$			\$		\$	
Manicouagan	1	15	500	2	2	40	2	.....	.....	.....	.....	1	40	5	45
Point aux Outardes.....	.....	.....	.....	.....	4	110	3	430	52	292	300	4	140	1	40
Mistassini.....	.....	.....	.....	.....	1	15	1	.....	.....	.....	.....	.....	.....	.....	.....
Godbout.....	.....	.....	.....	.....	8	170	8	430	136	330	315	.....	.....	.....	9716
Point des Monts .....	.....	.....	.....	.....	8	150	5	600	222	140	140	.....	.....	.....	1706
Totals.....	1	15	500	2	23	485	19	1480	410	762	755	5	180	6 1/2	11507	

TRINITY SUB-DIVISION

Point des Monts .....	.....	.....	.....	.....	3	33	3	255	143	.....	.....	.....	.....	.....	1450
Trinity Bay.....	.....	.....	.....	.....	3	62	4	650	660	.....	.....	.....	.....	.....	4749
Petit Mal.....	2	39	800	5	10	284	20	413	317	.....	.....	.....	.....	.....	1000
Ilets à Cariboo.....	3	40	1500	9	13	1962	27	664	315	.....	.....	.....	.....	.....	8946
Egg Island.....	1	15	250	3	3	95	6	364	132	.....	.....	1	500	.....	.....
English Bay.....	.....	.....	.....	.....	31	688	62	815	372	.....	.....	.....	.....	.....	.....
Pentecost.....	2	41	1100	5	10	238	20	434	200	155	237	.....	.....	.....	.....
Cayes Rouges .....	.....	.....	.....	.....	8	330	19	146	49	46	24	.....	.....	.....	.....
Oaoui	1	42	800	8	2	90	5	25	14	.....	.....	1	1500	.....	.....
Mai Islands and Rivière à Vachon.....	.....	.....	.....	.....	2	50	3	100	100	.....	.....	1	800	.....	200
Totals	9	177	4450	30	85	3830	169	3856	2254	201	261	3	2300	.....	16345

MOISIE SUB-DIVISION

Jambons.....	2	23	600	5	11	332	21	499	214	.....	.....	.....	.....	.....	.....
River St. Marguerite.....	.....	.....	.....	.....	3	152	6	375	900	90	29	.....	.....	.....	4700
Seven Islands.....	1	18	750	4	21	986	48	1695	1368	171	215	.....	.....	.....	3830
River Moisie.....	1	54	500	4	32	1962	104	4368	4015	269	207	.....	.....	5	60018
Pigou .....	.....	.....	.....	.....	10	500	20	100	75	35	35	.....	.....	.....	.....
Rivière au Bouleau.....	.....	.....	.....	.....	5	200	10	62	58	34	34	.....	.....	.....	.....
Totals.....	4	95	1850	13	82	4132	209	7097	6631	599	520	.....	.....	5	68548

of Saguenay extending from Manicouagan to Blancs Sablons, in the Province of the Year 1886.

(Manicouagan to Point des Monts.)

KIND OF FISH.								FISH PRODUCTS					Fish used for local consumption, barrels.	VALUE.	
Ood, cwt.	Halibut, lbs.	Herring, barrels.	Mackerel, barrels.	Troat, barrels.	Ood Tongues and Sounds, barrels.	Coarse and Mixed Fish, barrels.	Seal Skins, No.	Porpoise Skins, No.	Seal Oil, gallons.	Porpoise Oil, gallons.	Ood Oil, gallons.	Fish used as bait, barrels.	Fish used as manure, barrels.	\$	cts.
.....	5	.....	.....	.....	.....	3	.....	9	.....	.....	.....	.....	4	117 10
.....	23	63	.....	188	.....	.....	.....	.....	1	202 40
.....	4	.....	4	.....	.....	3	.....	9	.....	.....	.....	.....	1	78 00
.....	27	.....	3	.....	3	400	18	2800	42	.....	.....	.....	10	2,644 40
.....	8	.....	.....	.....	.....	3	.....	19	.....	.....	.....	.....	6	237 30
.....	44	.....	7½	.....	25	471	16	2828	42	.....	.....	.....	22	2,279 70

(Point des Monts to Mai Islands.)

50	400	16	.....	2	.....	.....	.....	.....	.....	.....	45	7	.....	12	526 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	518 90
98	1500	81	.....	3	.....	.....	.....	.....	.....	.....	92	14	.....	21	1,070 80
280	800	26	2	5	.....	.....	.....	.....	.....	.....	267	42	.....	26	2,477 40
131	800	91	.....	1	.....	.....	10	.....	60	.....	125	21	.....	10	1,091 00
1004	2300	330	.....	.....	.....	.....	11	.....	68	.....	991	141	.....	124	6,544 80
259	1400	87	.....	1	.....	.....	.....	.....	.....	.....	237	36	.....	30	1,728 80
175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	161	23	.....	22	875 40
49	.....	3	30	.....	.....	.....	.....	.....	.....	.....	45	6	.....	12	580 00
30	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	25	4	.....	4	180 00
2076	7000	634	32	13	.....	.....	21	.....	126	.....	1988	294	.....	273	15,593 10

(Jambons to Rivière au Bouleau).

841	2300	151	.....	.....	9½	.....	5	.....	19	.....	301	54	.....	25	4,872 50
180	1200	.....	.....	1	.....	.....	6	.....	18	.....	130	12	.....	10	1,388 20
1199	2800	112	55	7½	.....	136	.....	484	.....	743	94	84	.....	80	7,470 30
3128	8000	.....	5	2	.....	22	.....	92	.....	1665	266	6	.....	90	20,387 60
709	800	8	.....	2	.....	12	.....	49	.....	221	35	4	.....	10	3,035 00
245	600	13	.....	1	.....	.....	.....	.....	.....	125	20	.....	6	1,171 00	
6391	18600	284	55	6	22	.....	180	.....	662	.....	3188	481	44	221	33,354 00

**RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County of
MINGAN SUB-DIVISION**

NAME OF PLACE.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.					
	Vessels.			Boats.			Nets.		Seines.		Trap Nets.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	Fathoms.	Value.	No.	Value.
			\$			\$		\$		\$		\$
Little River.....					8	200	16	240	140	90	150	
Chaloupe.....					8	200	16	150	150	80	120	
Sheldrake.....					34	950	79	120	120	400	400	2 500
Trout River.....					2	40	2	20	20	60	50	
Thunder River.....					40	1090	77	100	100	150	300	
Duck Creek.....					20	950	40	40	40	100	120	
Rich Point.....					4	80	8			100	120	
Jupitagan.....					2	50	5	50	50			
Magpie.....					70	1825	150	400	400	300	500	
St. John River.....					40	1000	89	750	1000	200	300	
Long Point.....					29	750	62	100	100	100	100	
Mingan.....					3	60	2	50	50			
Romaine West.....					1	30	1					
Bequimaux Point....	21	831	13800	152	42	840	100	2000	1000	1000	1890	
Betchouan.....	2	70	1500	9	4	80	8	200	100	50	50	
La Cornelle.....					1	50	2	150	150			
Piashter Bay.....					2	60	5	100	100			
Totals.....	23	901	15100	161	310	8165	682	4470	3520	2630	4010	2 500

NATASHQUAN SUB-DIVISION

Nabissipi.....					8	340	16	120	80	50	100	
Agwanus.....	1	25	700	4	11	440	22	220	910	50	100	
Pashashaboo.....					12	480	24	180	120	50	100	
Iale à Michon.....												
Canadian Harbor....					24	1200	60	400	400	100	150	
Natashquan.....	8	200	4800	40	50	2000	100	2000	1500	300	800	
River Natashquan...	1	25	500	5	10	400	15	2080	600	100	100	
Totals.....	10	250	6000	49	115	4860	237	5000	3610	650	850	

Saguenay Division, extending from Manicouagan to Blancs Sablons, &c.—Continued.
(Chaloupe to Wataheeshoo).

KINDS OF FISH.						FISH PRODUCTS.					Fish used for Local Consumption, barrels.	VALUE.
Salmon, barrels.	Salmon, fresh, lbs.	Cod, cwt.	Herring, barrels.	Trout, barrels.	Lobsters, cans, lbs.	Seal Skins, No.	Seal Oil, gallons.	Cod Oil, gallons.	Fish used as Bait, barrels.	Fish used as Manure, brls.		
		140	6					100	80		20	\$ cts.
		150	5					120	96		38	784 00
1		1650	45					1290	500	20	100	907 00
											4	8,184 00
		1800	25					1500	500		110	18 00
		1200	10					1000	400		60	8,840 00
											5	5,880 00
13											2	20 00
13		2780	130					2300	1500		210	29 00
		14000	1800					1500	600		80	15,068 00
		1200						1000	400	20	40	10,120 00
14											3	5,770 00
											1	33 00
											1	4 00
		530	5300			7600	34000	500	150		800	48,070 00
			450								25	1,900 00
8				3							10	182 00
12		40	20	2				30	10		4	468 00
36	14000	11290	5991	5		7600	34000	9256	4235	40	1510	106,173 00

(Wataheeshoo to English Point).

20		160	50	8				80	15		20	1,327 00
15		355	250	5				177	20		30	2,690 80
		240	200	5				120	20		25	1,978 00
		1700	50					1500	300		30	8,020 00
25		750	1300	10	18000	300	500	500	300		250	13,350 00
45	2800	75	60	10		35	70	50	50		40	2,123 00
125	2800	3280	1910	38	18000	335	570	2427	705		395	29,689 80

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County of
WASHEECOOTAI SUB-DIVISION

NAME OF DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.					
	Vessels.			Boats.			Nets.		Seines.		Trap-Nets.	
	No.	Tonnage.	Value.	No.	Value.	No.	Fathoms.	Value.	Fathoms.	Value.	No.	Value.
			\$		\$			\$		\$		\$
Kegashka				3	92	6	175	155	25	30		
Mistassini Bay.				1	30	2	100	75				
Qurlaw Point, Musquarro.....	1	15	400	2	80	1	100	50				
Washeecootai				3	50	4	180	200				
Romaine, East	1	20	400	3	240	10	100	100				
Osoachoo				1	20	2	40	30				
Totals.....	2	35	800	5	512	25	695	610	25	30		

ST. AUGUSTIN SUB-DIVISION

Wolf Bay				5	100	5	150	300				
Kiamamu				3	120	3	300	500				
Point à Mourier				2	120	2	150	150				
St. Mary's				1	50	1	40	40				
Harrington	1	6	150	3	25	500	60	400	400	280	600	
Little Meccatina.....				5	125	6	100	125	50	50		
Whale Head				20	400	25	600	750	240	300	3	550
Mutton Bay				37	680	43	1200	1200	300	300	4	790
La Tabatière.....	1	7	150	3	15	300	14	1400	1600	200	3	675
Big Meccatina.....				3	100	4	250	250	100	100	1	40
Kekapoa				3	75	5	500	475				
Pocachoo				4	120	4	350	200	40	40		
Rigolet				4	80	4	300	100				
St. Augustin Bay				4	75	4	380	200				
St. Augustin Harbor.....				2	100	2	400	400	20	20		
Sandy Island				2	30	2	290	200				
Caucasippi				1	30	1	100	75				
L'Anse à Portage				3	130	2	200	150				
Osoo Harbor				3	80	2	100	100				
Chicatica				3	200	6	400	300	30	30		
Totals.....	2	15	300	6	146	3425	193	7500	7515	310	1690	11 2045

Saguenay Division, extending from Manicouagan to Blancs Sablons, &c.—Continued.
(English Point to Coscochoo.)

KINDS OF FISH.								FISH PRODUCTS.				Fish used for local consumption, barrels.	VALUE.	
Salmon, barrels.	Cod, cwt.	Halibut, lbs.	Herring, barrels.	Trout, barrels.	Cod Tongues and Sound, barrels.	Lobsters, cans, lbs.	Seal Skins, No.	Seal Oil, gallons.	Whale Oil, gallons.	Cod Oil, gallons.	Fish used as bait, barrels.		\$	cts.
15	78	200	38	...	1	...	45	120	...	55	27	4	833	00
12	...	...	...	...	...	...	20	40	...	...	...	1	208	00
2	...	...	...	...	...	...	...	...	...	...	...	2	36	00
18	...	...	...	...	...	...	...	...	...	...	...	3	264	00
8	...	...	...	1	...	...	...	...	...	...	...	16	186	00
2	...	...	...	1	...	...	30	60	...	...	...	2	100	00
57	78	200	38	2	1	...	95	220	...	55	27	28	1,647	00

(Coscochoo to Chicatica.)

1	50	20	20000	50	20	4	3,470	00					
25						3	362	00					
3			75	400		5	297	00					
	10		20	73		1	105	20					
2	1000	927			750	450	5,049	62					
3	150				120	100	880	00					
12	400		128	640	2000	324	260	24					
21	1480	1500	75	200	760	1163	800	80					
18	200	30	1058	5590		185	95	18					
2	60	10	150	580		43	15	5					
8		2	72	400				16					
13			50	200				3					
18		8						3					
15		5						20					
1	60	1	61	280		45	34	13					
5		2						4					
1		2						3					
10			42	160				5					
4								3					
3	120					100	60	4					
185	3560	2427	135	20	20000	1851	9083	2000	2785	1844	278	30,789	82

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County of
BONNE ESPERANCE SUB-DIVISION

NAME OF PLACE.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.					
	Vessels.				Boats.		Nets.		Seines.		Trap Nets.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	Fathoms.	Value.	Fathoms.	Value.
			\$			\$		\$		\$		\$
Green Island.....					20	1000	60	300	400	400		
Nahitippi.....					2	40	1	90	90			
Ball Cove and Rocky Bay.....					11	400	16	380	595			
Dog Islands.....					6	200	4	150	75			
Pêche à Lizotte.....					1	20	1	60	60			
Old Fort Island.....					10	500	18	40	20			
St. Paul's River.....					4	100	3	400	200			
Bonne Espérance.....	1	30	500	4	58	3000	114	400	200	1480	2130	4 1200
Waby Island.....					13	720	28			200	200	
Burnt Island.....					7	500	15			200	200	
Pigeon Island.....	1	40	600	4	12	800	22	200	100	300	300	1 400
Suck Point.....					7	450	11	200	200	200	200	1 200
Salmon Bay.....	4	280	8000	20	101	5050	208	440	400	1800	3000	1 400
Little Fishery.....					4	180	6	400	250			
Five Leagues.....					7	400	15	550	275	100	100	
Middle Bay.....					30	1650	60	490	800			
Belles Amours.....					2	100	4	400	250			
Bras d'Or.....					20	800	32	900	550	410	490	
L'Anse des Dunes.....					5	140	6	400	400			
Long Point.....					10	400	14	400	600			
Gulch Cove.....					12	400	16			280	450	
Blancs Sablons.....	1	80	3000	7	4	300	6	400	400	100	180	
Totals.....	7	430	12100	35	346	17130	680	6800	5865	5550	7620	7 2260

THE ISLAND

English Bay.....	1	20	500	4	18	702	30	300	300	60	40	
Point au Foin.....					3	90	6	30	30			
L'Anse aux Fraises.....					15	450	30	150	150	60	40	
Oil River.....					3	60	6	40	40			
Wreck Point.....					10	400	22	80	80			
Hackett's Cove.....					12	380	26	120	120			
Lacroix.....					3	60	5	38	38			
Indian Harbor.....					20	600	40	200	200			
Macdonald's Cove.....					16	480	36	180	180			
Capelin Bay.....					6	200	12	60	60			
Potato River.....					6	200	8	60	60			
Cow Point.....					8	160	10	66	66			
Tapp's Cove.....					9	270	16	100	100			
Mauserolles River.....					15	580	32	300	300			
Salmon River.....	1	10	400	3	3	75	3	100	100			
Fox Bay.....					8	300	13	300	300	100	100	
Jupiter River.....					2	15	2	100	100			
Beccole River.....					3	60	2	60	60			
Shallow Creek.....					3	75	2	100	100			
Chicot.....					2	30	3	20	25			
Totals.....	2	30	900	7	165	5167	304	2412	2417	220	180	

* 60 tons guano, \$2,400.

Saguenay Division, extending from Manicouagan to Blancs Sablons, &c.—Continued.
(Chicoutic to Blancs Sablons).

KINDS OF FISH.							FISH PRODUCTS.				Fish used for local consumption, barrels.	VALUE:
Salmon, barrels.	Cod, cwt.	Halibut, lbs.	Herring, barrels.	Trout, barrels.	Cod Tongues and Sounde, lbs.	Seal Skins.	Seal Oil, gallons.	Cod Oil, gallons.	Fish used as bait, barrels.	Fish used as manure, barrels.		
	2000		100			40	120	1000	300		40	\$ cts.
6	10					10	30	5	10		4	9,348 00
32	160					10	30	80	100		10	174 00
14	15					110	690	8	10		5	1,282 00
4												675 20
	250							200	150		20	56 00
70						23	69				10	1,310 00
10	2800							1500	1000		150	1,070 60
	500							300	200		20	13,540 00
	400					21	63	250	200		20	2,400 00
8	700							450	300		25	2,026 20
10	150							80	100		10	2,492 00
	4500							3500	1500	*60	150	912 00
15	100					30	210	75	50		20	23,900 00
4	400					64	256	250	100		20	884 00
	2000							1750	900		20	2,102 40
8	40		10			80	560	20	10		5	9,680 00
	640		200			100	700	450	300		30	654 00
	40		49			60	420	30	15		15	4,344 00
	120		20			200	1400	75	75		10	635 00
	800							580	100		5	1,465 00
	800		60			300	2100	560	100		10	3,544 00
												4,944 00
181	16425		430			1048	6848	11153	5520		599	88,438 40

OF ANTICOSTL.

	699	9600	130		2			482	150	100	100	4,702 80
	49	600	20					89	50		20	457 60
	200	2100			1	32	83	283	100		25	1,713 40
	40	600	20			11	28	20	40		10	386 20
	210							100	200		10	1,120 00
	300							150	200		5	1,480 00
	100							75	50		3	492 00
	200		50					130	100		10	1,192 00
1	600		300					425	250		50	4,234 00
	70		300					50	45		20	1,625 00
	300		50					260	200		15	1,784 00
	500		50					375	200		20	2,630 00
	400		50					264	200		20	2,185 60
	700		250			116	210	530	360		25	4,672 00
4		20				23	50				8	211 00
1	100		20					64	50		24	675 60
5				4		58	140				3	236 00
3	2			2		170	200		4		3	406 00
						59	83				3	104 20
						10	15					16 00
19	4570	12900	1260	6	3	479	809	3247	2109	100	374	30,303 40

RETURN showing the Total Number and Value of Vessels, Boats, Nets, &c., in the County of Saguenay Division, extending from Manicouagan to Blancs Sablons, &c. — *Continued.*

TOTAL FOR THE COUNTY OF SAGUENAY.

NAME OR PLACE.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.						KINDS OF FISH.					
	Vessels.			Boats.			Nets.		Sables.		Trap Nets.		Salmon, barrels.	Salmon, fresh, lbs.	Salmon, cans, lbs.	Cod, cwt.	Haddock, cwt.	Halibut, lbs.
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	Fathoms.	Value.	No.	Value.						
Godbout Sub-division.....	1	15	500	2	23	485	19	1460	410	762	755	5	180	7	11607	.....	.....	.....
Trinity do	9	177	4450	30	88	3820	169	3856	2254	201	261	3	2300	.....	16245	.....	2076	7000
Mosie do	4	95	1850	13	82	4132	209	7097	6629	599	530	.....	.....	.....	68548	.....	6391	13860
Mingan do	23	901	15100	161	310	8165	662	4470	3520	2630	4010	2	500	.....	38	14000	.....	11280
Nasabuan do	10	250	6000	49	115	4860	237	5000	3610	650	850	.....	.....	.....	125	2800	.....	3380
Wahbecoat do	2	35	800	5	15	513	25	595	610	25	30	.....	.....	.....	57	.....	78	.....
St. Auguste do	2	13	300	6	148	3425	195	7500	7515	1310	1690	11	2045	.....	165	.....	3560	2427
Bonne Espérance do	7	430	12100	35	348	17130	660	5865	5865	1550	7630	7	2200	.....	181	.....	16425	.....
Anticosti do	2	30	900	7	185	5167	308	2417	2417	220	180	.....	.....	.....	19	.....	4570	12906
Totals	60	1946	42000	308	1287	47706	2484	38360	32830	11947	15936	28	7225	593	112200	.....	47670	36127

TOTAL FOR THE GULF DIVISION.

County of Bonaventure	38	3931	194860	230	937	26180	1802	40536	28684	2000	2200	—	—	—	9125	475
do Gaspé	54	2402	76920	269	2192	74315	3626	86129	49870	5316	5745	—	—	53	84832	567
do Saguenay	60	1916	42000	308	1287	47706	2484	39090	31850	11947	15926	28	7225	595	112300	567
Grand Totals	152	8279	315780	807	4116	143411	5012	165765	111364	19763	29871	28	7225	647	161937	1037

RETURN showing the Total Number and Value of Vessels, Boats, Nets, &c., in the County of Saguenay Division—Concluded.
TOTAL FOR THE COUNTY OF SAGUENAY.

NAME OF PLACE.	KINDS OF FISH.										FISH PRODUCTS.								Fish used for Local Consumption, barrels.	VALU.
	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Sal, barrels.	Smelt, lbs.	Cod Tongues and Bouds, barrels.	Lobsters, cans, lbs.	Coarse and Mixed Fish, barrels.	Seal Skins, No.	Porpoise Skins, No.	Seal Oil, Gallons.	Porpoise Oil, Gallons.	Whale Oil, Gallons.	Cod Oil, Gallons.	Fish used as Bait, barrels.	Fish used as Manure, brls.			
Godbout Sub-division.....	44	.....	.....	7	.....	.....	.....	.....	25	471	16	2823	42	.....	.....	.....	.....	22	3,281 70
Trinity do	634	.....	32	13	.....	.....	.....	.....	.....	21	128	.....	.....	.....	1988	294	.....	272	16,693 10
Moise do	284	.....	55	6	.....	.....	23	.....	.....	180	662	.....	.....	.....	3185	481	44	221	38,354 60
Mingan do	5991	.....	.....	5	.....	.....	.....	.....	.....	7900	.....	34900	.....	.....	9250	4235	40	1510	106,173 00
Natahquan do	1916	.....	.....	38	.....	.....	.....	18000	.....	335	570	.....	.....	.....	2427	708	.....	395	29,688 80
Wahsecootal do	1916	.....	.....	2	.....	.....	1	.....	.....	95	220	.....	.....	.....	55	.....	.....	28	1,647 00
St. Augustin do	135	.....	.....	20	.....	.....	.....	20080	.....	1851	9083	2000	.....	.....	2785	1844	.....	278	30,789 82
Bonne Esperance do	430	.....	.....	.....	.....	.....	.....	.....	.....	1048	6648	.....	.....	.....	11183	5520	.....	599	88,438 40
Anticosti do	1360	.....	.....	6	.....	.....	3	.....	.....	479	809	.....	.....	.....	3347	2209	100	374	30,303 40
Totals	10726	.....	57	97	.....	.....	26	38000	25	12080	16	54941	42	2000	34080	16315	184	3899	344,269 82
TOTAL FOR THE GULF DIVISION.																				
County of Bonaventure.....	4070	7400	121	.....	103	12000	154	143312	2050	.....	.....	.....	.....	.....	6636	3640	61909	7100	168,450 70
do Gaspé	3764	160	406	56	10	20400	59	768170	638	16146	4	56741	240	3760	89882	39669	3767	10343	725,339 10	
do Saguenay.....	10726	.....	87	97	.....	.....	26	38000	25	12080	16	54941	42	2000	34090	16315	184	3699	344,269 82
Grand Totals	18560	7560	613	162	113	32400	239	919482	2713	28226	20	111682	282	5760	126709	58624	65551	21142	1,238,059 62	

**STATEMENT of Value of Lobster Canneries and Outfit in the Gulf Division, 1886.
COUNTY OF BONAVENTURE.**

Locality.	Value of Traps and Boats.	Value of Buildings and Machinery.	Total.
Carleton.....	\$ 680	\$ 800	1,480
Maris.....	388	680	968
Capelin.....	580	900	1,380
do.....	900	800	1,700
Little Bonaventure.....	680	800	1,480
New Carlisle.....	315	650	965
do.....	380	400	780
Nouvelle.....	850	800	1,650
Port Daniel.....	850	1,200	2,050
do.....	560	600	1,160
L'Anse au Gascon.....	700	600	1,300
Total	6,661	8,150	14,811

COUNTY OF GASPÉ (Mainland).

Newport.....	1,200	1,000	2,200
Grand Pabos.....	400	800	1,200
Little River.....	400	700	1,100
Cape Despair.....	250	1,300	1,550
Percé.....	800	1,250	1,550
Corner of the Beach.....	680	820	1,500
Belle Anse.....	400	1,250	1,650
Mal baie.....	300	420	720
Douglstown.....	135	300	435
Cape aux Os.....	426	475	901
Total	4,491	7,815	12,306

COUNTY OF GASPÉ (Magdalen Islands).

Bryon Island.....	1,215	1,000	2,215
do.....	801	450	1,251
Old Harry.....	908	800	1,708
Grosse Isle Head.....	700	400	1,100
Grand Entry.....	3,145	2,000	5,145
do.....	3,330	3,000	6,330
do.....	985	400	1,385
House Harbor.....	635	500	1,135
do.....	1,602	800	2,402
Grindstone.....	4,680	2,500	7,180
do.....	1,080	2,000	3,080
do.....	1,787	1,200	2,987
Etang du Nord.....	2,050	1,650	3,700
do.....	1,780	3,000	4,780
Hospital.....	1,080	800	1,880
Osbane Cove.....	2,720	1,500	4,220
Amherst.....	1,900	4,000	5,900
South Beach.....	2,000	3,500	5,500
Entry Island.....	900	250	1,150
Total	33,268	29,760	63,028

COUNTY OF SAQUENAY.

Pashashsheeboo.....	400	500	900
Wolf Bay.....	500	750	1,250
Total	900	1,250	2,150
Total, County of Bonaventure	6,661	8,150	14,811
do Gaspé	37,759	37,565	75,324
do Saguenay	900	1,250	2,150
Grand Totals	45,320	46,965	92,285

STATEMENT of Value of Material employed in Gulf Fisheries, Season of 1886.

Description.	Value.	Description.	Value.
	\$ cts.		\$ cts.
Vessels, 152 of 8,279 tons.....	315,780	Traps and brush fisheries..	7,225
Boats, 4,416	148,411	Lobster factories and plant.....	92,385
Nets, 165,755 fathoms.....	111,564		
Seines, 19,763 do	23,871	Total.....	699,136

STATEMENT of Number of Men employed in the Gulf Fisheries, Season of 1886.

Description.	Number.
Sailors	897
Fishermen and Shoremen	8,012
Total	8,819

RECAPITULATION.

QUANTITY and Value of Fish, Oils, &c., in Gulf Division for 1886.

Description.	Quantities	Prices.	Value.
		\$ cts.	\$ cts.
Salmon, salt	Brls. 647	14 00	9,058 00
do fresh	Lbs. 364,967	0 10	36,496 70
do canned	do 2,355	0 20	451 00
Cod, salt	Cwt. 161,060	4 00	644,200 00
Haddock, salt	do 1,037	4 00	4,148 00
Halibut do	Lbs. 44,432	0 08	2,785 92
Herring	Brls. 18,560	4 00	74,240 00
do smoked	Boxes 7,560	0 25	1,890 00
Mackerel, salt	Brls. 613	10 00	6,130 00
Trout do	do 152	10 00	1,520 00
Eels do	do 113	7 00	791 00
Cod Tongues and Sounds, salt	do 239	9 00	2,151 00
Lobsters, canned	Lbs. 949,482	0 15	142,422 30
Coarse and Mixed Fish, canned	Brls. 2,713	2 00	5,426 00
Seal Skins	Pieces 28,226	1 00	28,226 00
Porpoise Skins	do 20	2 00	40 00
Seal Oil	Galls. 111,682	0 40	44,672 80
Porpoise Oil	do 282	0 40	112 80
Whale Oil	do 5,760	0 40	2,304 00
Cod Oil	do 126,709	0 40	50,683 60
Fish as Bait	Brls. 58,624	1 00	58,624 00
Fish as Manure	do 65,551	0 50	32,775 50
Fish for Local use	do 21,142	4 00	84,568 00
Smelt, fresh	Lbs. 32,400	0 06	1,944 00
Guano	Tons. 60	40 00	2,400 00
Total Value in 1886			1,238,059 62
do 1885			1,197,802 62
Increase for 1886			40,257 00

SYNOPSIS OF FISHERY OVERSEERS' REPORTS IN THE PROVINCE OF QUEBEC, EXCLUSIVE OF THE GULF DIVISION. FOR THE YEAR 1886.

SOUTH SHORE DIVISION—FROM POINT LÉVIS TO CAPE CHATTE.

Point Lévis to Ste. Anne—F. C. CARON, Fishery Overseer.

The yield of fish in this division is given as follows :

		1885.	1886.
Salmon.....	lbs.	5,100	3,010
Trout	lbs.	6,500	6,000
Shad.....	No.	16,335	lbs. 105,252
Eels.....	No.	92,663	lbs. 225,602
Sturgeon	brls.	614	264
Bar and whitefish.....	doz.	2,063	1,907
Mixed fish.....	brls.	1,012	482
Value.....		\$20,856.20	\$25,932.49

Overseer Caron, whose division extends from Point Lévis to Ste. Anne, reports that the fishery laws and regulations were well observed; the jealousies and ill-feeling which formerly existed between fishermen are gradually disappearing. General satisfaction is expressed with last year's catch, although some kinds of fish were very scarce. Salmon fishing shows a falling off of nearly one half below that of last year, and fishermen are at a loss how to account for it. Some ascribe this poor result to the high temperature of the water, while others are equally sure it was due to continuous calm weather. Shad and eels show increased catches, undoubtedly due to improved eel-weirs located between Point Lévis and Berthier.

FROM STE. ANNE TO ISLE VERTE.

X. PELLETIER, Fishery Overseer.

The yield of fish in this division is given as follows :—

		1884.	1885.	1886.
Salmon	lbs.	16,580	12,620	2,960
Trout.....	lbs.	4,000	5,000	*24,500
Herring	brls.	7,740	11,510	4,270
Sturgeon.....	brls.	420	857	70
Shad	No.	40,375	39,050	lbs. 123,691
Eels.....	No.	40,770	52,950	lbs. 112,148
Sardines	brls.	6,666	4,859	183
Whitefish	doz.		110	580
Porpoise skins.....	No.	17	41	74
do oil	gals.	1,020	2,460	4,440
Mixed fish	brls.	1,726	2,050	336
Fish for manure	brls.	4,078	4,225	821

Total value..... \$78,290 \$39,162.25 \$43,257.59

*Including Lake Témiscouata.

Overseer Pelletier, who replaced Mr. Gauvreau, has charge of the fishery district extending from Ste. Anne to L'Isle Verte. He reports a general falling off in almost every kind of fish except the eel fishing, and ascribes this result to the large number of porpoises preying upon the small kinds of fish.

FROM ISLE VERTE TO RIMOUSKI.

H. MARTIN, Fishery Overseer.

The following table shows the yield of fish in this division :—

	1884.	1885.	1886.
Salmon..... lbs.	14,280	18,580	15,400
Trout..... lbs.	13,000	9,755	9,000
Shad..... No.	3,556	6,850	lbs. 15,465
Eels..... No.	2,875	5,500	lbs. 6,000
Herring..... brls.	4,992	8,325	4,075
Sturgeon..... brls.	3	16	4
Sardines..... brls.	690	1,620	540
Mixed fish..... brls.	71	153	83
Fish for manure..... brls.	3,340	5,100	3,740
Total value	\$31,382.53	\$53,034.50	\$27,516.90

Overseer Martin, whose division extends from L'Isle Verte to Rimouski, reports salmon and shad about the same as last year, but all other fisheries show a large falling off, which he is unable to account for.

FROM RIMOUSKI TO RIVER BLANCHE.

L. E. GRONDIN, Fishery Overseer.

The yield of this district is stated to have been as follows :—

	1884.	1885.	1886.
Salmon..... lbs.	7,640	10,830	11,060
Shad..... No.	1,800	750	lbs. 11,400
Herring..... brls.	12,281	8,580	13,363
Sardines..... brls.	1,215	315	.....
Total value.....	\$66,358	\$45,537	\$69,158

Overseer Grondin has charge of the division extending from Rimouski to Rivière Blanche. He reports a large increase in the catch of herring. Salmon about the same as last year. Sardine fishing a total failure, owing to unfavorable weather. The total value, however, shows an increase of \$24,000 over that of 1885.

FROM RIVER BLANCHE TO CAPE CHATTE.

J. BTE. SAUCIER, *Overseer*.

Statement of the yield and value of the fisheries of this division :—

	1884.	1885.	1886.
Salmon..... lbs.	3,770	3,010	3,260
Herring... brls.	750	905	335
Sardines..... brls.	65	38	.. ..
Coarse fish..... brls.	6	299	225
Fish for manure..... brls.	200	.....	.....
Trout..... lbs.	.....	.....	400
Total value.....	<u>\$4,578.50</u>	<u>\$5,987.50</u>	<u>\$2,871.00</u>

Overseer Saucier, who has charge of the division extending from Rivière Blanche to Cape Chatte reports salmon more abundant than in 1885. Angling in Matane River was not so good, only about 80 fish being caught with the fly against 100 in 1885. The largest fish weighed 31 pounds. The catch of herring in weirs was a failure, but net fishing tared better; especially about the end of the season. These fish were of a superior quality, being as fat and quite as large as the Labrador herring. Capelin again failed to near the shores this season. With the exception of a couple of Indians caught spearing salmon in Matane River, no violations of the law came under this officer's notice.

NORTH SHORE—FROM QUEBEC TO BERSIMIS.

QUEBEC AND MONTMORENCY DIVISIONS.

L. P. HUOT, *Overseer*.

The following is a comparative statement of the Fisheries in this Division :—

Kinds of Fish.	1882.	1883.	1884.	1885.	1886.
Salmon..... Lbs.	2,900	2,640	3,750	3,120	1,940
Shad..... No.	4,500	2,575	3,425	4,535	Lbs. 23,250
Eels..... No.	23,561	21,595	34,836	31,192	do 119,052
Sturgeon..... Brls.	29	207	162	136	182
Bar and whitefish..... Doz.	1,747	1,904	1,161	1,655	3,175
Small fish..... Brls.	24	131	131	220	385
Pickarel..... Lbs.	.....	.....	15,880	15,944	16,727
Value	<u>\$5,572 85</u>	<u>\$6,454 25</u>	<u>\$7,830 40</u>	<u>\$8,140 74</u>	<u>\$15,482 08</u>

Overseer Huot's division comprises the Island of Orleans and that part of the north shore of the River St. Lawrence extending from Chateau Richer to St. Joachim. He reports a general increase in the fisheries of his district, excepting salmon which was almost a failure. Shad and eels show larger catches than ever before. This is undoubtedly due to the fact that more men were engaged in these fisheries.

MURRAY BAY DIVISION.

ULYSSE BÉREUR, *Overseer.*

ANT. FILION,
 JOS. SIMARD,
 HENRI COTÉ,
 ED. MARTIN, } *Wardens (Inland Lakes.)*

COMPARATIVE Statement of the Yield of the Fisheries in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Trout.....	Lbs.	60,100	60,000	25,700	46,900	74,420
Eels.....	No.	19,794	9,344	39,160	33,460	Lbs. 71,646
Salmon.....	Lbs.	2,910	4,380	2,280	3,530	1,310
Sardines.....	Brls.	123	159	144	16	13
Herring.....	"	4	6	3	.....	15
Sturgeon.....	"	10	100	26	60	15
Small and mixed fish.....	"	72	84	40	60	85
Bar and whitefish.....	Doz.	250	300	400	250	30
Fish for manure.....	Brls.	953	2,429	885	687	1,658
Porpoise skins.....	No.	.....	.....	12	3	3
do oil.....	Galls.	.....	.....	720	180	180
Value.....		\$9,865 66	\$9,777 65	\$8,180 25	\$7,743 75	\$9,985 96

Overseer Bèreur, whose division comprises that part of the coast of the River St. Lawrence extending from River du Gouffre to River aux Canards, also reports a falling off in the catch of salmon. Trout were plentiful. Eels show a good increase. Only three porpoises were killed in the fishery of Isle aux Coudres. The scarcity of capelin and other small fish probably drove these voracious cetaceans to other parts of the coast in seek of food.

SAGUENAY DIVISION.

L. N. CATELLIER, *Overseer.*JOSEPH BOILY, *Warden.*

COMPARATIVE Statement of the Yield of the Fisheries in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Salmon.....	Lbs.	9,690	12,510	10,810	22,580	14,790
Eels.....	No.	470	409	1,560	8,500	.....
Trout.....	Lbs.	247,100	250,800	239,400	211,700	35,000
Herring.....	Brls.	146	658	309	27	292
Sardines.....	"	62	108	80	9	8
Sturgeon.....	"	1	.....	1	.....	.....
Small fish.....	"	432	10	457	233	150
Fish for manure.....	"	.....	661	.....	205	1,525
Shad.....	Lbs.	.....	.....	.....	.....	495
Porpoise skins.....	No.	.....	.....	.....	.....	80
do oil.....	Galls.	.....	.....	.....	.....	4,000
Value.....		\$18,111 50	\$20,789 75	\$18,299 50	\$17,704 95	\$8,383 45

Overseer Catellier, who replaced late *Overseer Radford*, has charge of the *Saguenay* district. He reports salmon scarce, but of a large size. Very few fish were caught in July owing to the absence of easterly winds. A few shad were caught in this division for the first time. Herrings show a large increase. Porpoises were numerous, 80 being killed near *Tadoussac*. No violations of the law came under this officer's notice.

LAKE ST. JOHN DIVISION.

JOB BILODEAU,
CHAR. POTVIN, } *Wardens.*
R. MALTAIS,

COMPARATIVE Statement of the Yield of Fish in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Trout.....	Lbs.	.....	5,800	4,200	3,500	3,600
Winninish	No.	42,180	21,500	25,600	23,500	Lbs. 64,000
Whitefish	Doz.	1,562	8,700	9,725	3,400	1,630
Mixed fish	Brls.	408	195	115	135	1,160
Pickarel	Lbs.	.....	32,800	29,000	12,100	89,900
Pike.....	"	.....	114,000	106,600	84,700	42,500
Value		\$13,298 50	\$23,516 00	\$27,174 25	\$16,813 00	\$15,968 50

Wardens Bilodeau, Potvin and Maltais, who have charge of *Lake St. John* division, report an increase in the yield of pickarel and a falling off in that of winninish, whitefish and pike; trout about an average catch.

FROM QUEBEC TO THE UPPER OTTAWA.

RICHELIEU DIVISION.

PIERRE LATRAVERSE, }
J. F. PICOTIN, } *Overseers.*
JOS. GINGRAS,

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Shad	No.	6,600	7,000	7,000	7,200	Lbs. 12,600
Bals	"	15,800	26,800	13,900	131,000	Lbs. 106,100
Sturgeon	Lbs.	22,000	16,800	15,000	16,800	60,100
Trout.....	"	.....	100	.....	125	.....
Maskinongé	"	2,100	4,300	4,560	5,050	4,900
Bass	"	2,200	3,600	2,590	3,300	2,000
Pickarel	"	7,600	32,500	26,500	3,560	11,800
Pike.....	"	16,600	3,500	3,500	3,300	13,500
Whitefish .....	"	.....	2,362	2,080	1,800	.....
Mixed fish.....	"	62,040	124,000	120,000	143,600	146,720
Value		\$5,962 80	\$10,315 00	\$9,246 20	\$18,899 00	\$15,180 40

VERCHÈRES DIVISION.

MATHIAS HURTEAU, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1883.	1884.	1885.	1886.
Trout	Lbs.			600	
Shad	No.	6,000	7,220	7,300	Lbs. 9,330
Eels	"	58,650	15,580	41,400	Lbs. 234,400
Whitefish	Lbs.	12,000	2,814	3,460	13,300
Sturgeon	"	4,758	3,290	6,400	280,000
Maskinongé	"	6,000	1,775	5,930	7,230
Bass	"	1,343	469	1,000	700
Pickarel	"	3,183	1,500	1,090	3,200
Pike	"	8,815	1,993	1,980	3,900
Mixed fish	"	159,250	54,800	38,450	41,000
Value		\$12,033 47	\$4,134 79	\$6,952 40	\$30,592 40

CHAMBLY AND IBERVILLE DIVISIONS.

J. B. CHEVALIER, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in these Divisions.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Shad	No.			6,500	7,000	
Eels	"	26,300	27,500	50,755	282,650	Lbs. 106,278
Sturgeon	Lbs.	2,300	1,400	705	500	96,000
Bass	"	3,350	7,010	6,265	2,940	800
Pickarel	"	4,760	5,160	5,915	6,600	1,820
Pike	"	19,050	10,800	136,800	31,150	1,630
Mixed fish	"	63,000	93,800	475,000	714,000	133,760
Maskinongé	"		40	460	2,320	
Value		\$6,006 30	\$6,208 80	\$20,185 15	\$45,776 30	\$14,422 98

CHATEAUGUAY AND BEAUHARNOIS DIVISIONS.

JOACHIM LABERGE, } Overseers.
JOHN KELLY, }

COMPARATIVE Statement of the Yield and Value of Fish in these Divisions.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Bels	No.	35,400	38,400	30,400	34,700	Lbs. 82,890
Sturgeon	Lbs.	10,400	48,100	22,700	94,500	89,000
Maskinongé	"	130,000	92,600	23,000	18,600	112,195
Bass	"	115,000	124,500	154,700	132,900	80,025
Pickerei	"	80,000	82,500	95,500	96,000	108,200
Pike	"	150,000	169,500	136,600	136,350	155,200
Mixed fish	"	240,000	298,600	475,000	637,000	401,075
Value		\$42,360 00	\$44,610 00	\$42,361 00	\$47,552 50	\$49,078 50

MISSISQUOI BAY DIVISION.

P. E. LUKE, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Shad	No.	6,295	5,330	6,500	5,400	Lbs. 7,218
Pickerei	Lbs.	29,800	24,600	30,800	17,000	2,125
Mixed fish	"	13,800	34,200	33,300	36,000	19,000
Value		\$3,239 50	\$3,185 00	\$3,890 80	\$2,620 00	\$983 08

MAGOG DIVISION.

N. A. BEACH, } Overseers.
T. MARCHESSAULT, }

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Trout	Lbs.	10,000	12,000	18,000	20,000	.....
Shad	No.	6,000	.....	.....	.....	Lbs. 15,000
Bass	Lbs.	100	150	4,600	51,000	101,000
Pickerei	"	2,000	1,000	1,200	5,000	151,200
Mixed fish	"	12,000	14,000	12,000	39,000	28,000
Pike .....	"	.....	.....	40,000	120,000	.....
Value		\$1,800 00	\$1,332 00	\$4,144 00	\$12,860 00	\$21,636 00

SHERBROOKE AND MÉGANTIC DIVISIONS.

P. W. NAGLE,	} Overseers.
JOEL SHURTLEFF,	
A. L. D'ARCHE,	
J. B. McDONALD,	
P. C. BOUBEK,	

COMPARATIVE Statement of the Yield and Value of Fish in these Divisions.

Kinds of Fish.	1896.
Trout	Lbs. 24,570
Shad.....	" 17,400
Eels.....	" 12,000
Maskinongé.....	" 7,350
Bass.....	" 8,800
Pickarel.....	" 17,250
Pike.....	" 8,920
Mixed Fish.....	" 35,800
Value	<u>\$7,563.60</u>

CHAMPLAIN AND ST. MAURICE DIVISIONS.

O. LACOURSIERE,	} Overseers.
JOSEPH DESAULNIERS,	
JOSEPH LAMBERT,	

COMPARATIVE Statement of the Yield and Value of Fish in these Divisions.

Kinds of Fish.		1882.	1883.	1884.	1885.	1896.
Shad.....	No.	40,000	25,000	23,000	25,500	Lbs. 80,000
Eels.....	"	72,000	70,000	31,400	58,000	Lbs. 173,000
Tom Cod.....	Brls.	3,500	4,000	2,080	1,550	10,000
Trout.....	Lbs.	9,185	27,300	51,200	59,300	63,500
Sturgeon.....	"	20,000	180,000	142,000	148,000	157,400
Maskinongé.....	"	3,720	13,300	12,050	16,000	16,500
Whitefish.....	"	11,000	6,000	6,000	11,800	12,000
Bass.....	"	3,000	4,000	4,000	5,000	7,200
Pickarel.....	"	2,000	15,000	19,350	25,000	18,000
Pike.....	"	28,000	63,000	55,300	60,000	68,850
Mixed fish.....	"	902,000	1,054,000	980,000	992,800	1,224,200
Value.....		\$39,102 40	\$47,478 00	\$45,433 00	\$50,163 00	\$76,512 50

BERTHIER, JOLIETTE AND MONTCALM DIVISIONS.

J. W. HANSON,
S. A. GRANT,
J. L. MARTEL,
WILLIAM RITCHIE, } *Overseers.*

COMPARATIVE Statement of the Yield and Value of Fish in these Divisions.

Kinds of Fish.		1883.	1884.	1885.	1886.
Eels.....	No.	1,400	1,820	1,420	Lbs. 101,000
Trout.....	Lbs	37,000	26,500	32,200	45,950
Whitefish.....	"	680	.....	.....	1,700
Maskinongé.....	"	1,160	1,170	1,320	2,500
Bass.....	"	800	810	210	750
Pickarel.....	"	5,583	4,808	1,350	10,000
Pike.....	"	6,315	4,600	6,800	12,500
Mixed fish.....	"	628,760	631,250	106,800	29,200
Shad.....	"	.....	.....	.....	10,500
Sturgeon.....	"	.....	.....	.....	9,000
Value.....		\$16,642 19	\$15,699 40	\$5,424 40	\$13,221 00

MONTREAL DIVISION.

JOHN MORRIS, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Shad.....	No.	3,000	3,000	5,000	19,000	Lbs. 60,000
Eels.....	"	16,600	17,000	17,000	19,000	" 38,000
Sturgeon.....	Lbs.	10,000	15,000	15,500	17,000	18,000
Maskinongé.....	"	21,000	23,000	25,000	30,000	32,000
Bass.....	"	14,000	14,000	15,000	10,000	3,000
Pickarel.....	"	21,200	24,000	25,000	25,000	15,000
Pike.....	"	18,600	19,000	20,000	23,000	23,500
Mixed fish.....	"	85,200	86,000	90,000	90,000	90,000
Whitefish.....	"	.....	.....	500	5,000	2,000
Value.....		\$9,590 00	\$10,300 00	\$11,015 00	\$13,200 00	\$13,915 00

TERREBONNE DIVISION.

JOSEPH LAUZON, } Overseers.
T. CLOUTIER, }

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Shad.....	No.		740	1,100	1,380	Lbs. 6,350
Eels.....	"	2,175	1,570	1,105	689	Lbs. 1,785
TROUT.....	Lbs.	10,000			48,000	49,000
Bass.....	"	5,450	5,980	4,560	6,000	5,597
Pickarel.....	"	5,180	3,840	2,265	3,125	3,519
Pike.....	"	3,940	4,490	4,560	4,700	4,930
Mixed fish.....	"	10,400	7,500	8,700	10,000	11,300
Sturgeon.....	"			18,600	15,600	31,200
Value.....		\$2,272 91	\$1,391 10	\$2,128 50	\$5,991 00	\$7,192 60

LAKE OF TWO MOUNTAINS AND ISLE PERROT DIVISIONS.

THÉOPHILE SABOURIN, } Overseers.
JULIEN MONPETIT, }

COMPARATIVE Statement of the Yield and Value of Fish in these Divisions.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Eels.....	No.	2,000	3,000	3,500	6,000	Lbs. 6,500
Shad.....	"	1,000	1,200	1,400	1,500	Lbs. 5,000
Maskinongé.....	Lbs.	1,800	3,000	20,000	21,000	12,000
Sturgeon.....	"	2,000		35,000	36,100	38,000
Bass.....	"	3,400	2,500	3,200	2,000	1,800
Pickarel.....	"	7,800	8,500	10,000	10,500	13,500
Pike.....	"	2,200	3,500	4,000	4,210	12,500
Mixed fish.....	"	15,000	25,000	30,000	32,000	24,000
Whitefish.....	"				2,000	
Value.....		\$1,850 60	\$2,239 00	\$5,856 00	\$6,245 50	\$5,879 00

LOWER OTTAWA DIVISION.

ROBERT W. JONES, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Shad.....	No.	275	1,100	1,200	1,450	Lbs. 6,000
Eels.....	"	1,900	2,500	5,000	7,000	Lbs. 14,800
Sturgeon.....	Lbs.	7,800	15,000	18,000	20,000	30,000
Trout.....	"	900	1,000	1,500	1,100	1,400
Maskinongé.....	"	1,400	4,200	5,000	12,500	14,000
Whitefish.....	"	1,050	850	2,100	.....	600
Bas.....	"	1,400	1,600	1,700	2,800	3,000
Pickere.....	"	5,500	5,600	6,500	7,000	7,500
Pike.....	"	7,500	8,000	10,000	12,000	14,000
Mixed fish.....	"	28,000	35,000	20,000	44,000	50,000
Value.....		\$2,382 50	\$3,270 00	\$4,328 00	\$5,197 00	\$6,568 00

ARGENTEUIL DIVISION.

ALEXANDER BEATON, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1883.	1884.	1885.	1886.
Pickere.....	Lbs.	.....	.....	10,000	.....
Trout.....	"	4,000	5,000	5,100	15,000
Eels.....	No.	4,800	5,400	5,500	.....
Whitefish.....	Lbs.	3,500	3,000	1,000	3,000
Mixed fish.....	"	10,000	15,000	8,000	8,500
Pike.....	"	.....	.....	.....	4,000
Value.....		\$1,250 00	\$1,480 00	\$1,998 00	\$ 1,810

UPPER OTTAWA AND GATINEAU DIVISIONS.

JOSEPH MARION,
JAMES MOHR,
J. T. COGHLAN, } *Overseers.*

COMPARATIVE Statement of the Yield and Value of Fish in these Division.

Kinds of Fish.		1882.	1883.	1884.	1885.	1886.
Trout.....	Lbs.	118,500	115,200	120,000	135,000	142,000
Eels.....	No.	6,000	7,100	7,000	7,200	Lbs. 12,400
Whitefish.....	Lbs.	22,950	20,200	23,000	25,000	21,209
Sturgeon.....	"	6,500	6,850	5,800	6,200	7,100
Maskinongé.....	"	1,750	1,550	1,800	1,500	1,650
Bas.....	"	13,050	12,000	13,000	11,000	12,000
Pickere.....	"	8,550	10,000	9,400	10,000	12,120
Pike.....	"	50,500	50,100	52,000	65,000	66,100
Mixed fish.....	"	27,500	30,000	32,100	33,200	35,000
Value.....		\$17,024 00	\$16,383 50	\$17,528 00	\$19,544 00	\$20,221 60

STATISTICS OF FISHERIES IN THE PROVINCE OF QUEBEC,
RETURN of Fishing Stations, Number and Value of Fishing Boats and Nets, together
St. Lawrence, from Point Lévis to

NAMES OF PLACES.	FISHING BOATS.		No. of Fishermen.	KINDS OF NETS USED.								
				Gill Nets.			Brush Fish- eries with Nets.		Brush Fisheries.		Eel Fisheries.	
	No.	Value.		No.	Fathoms.	Value.	No.	Value.	No.	Value.	No.	Value.
		\$				\$		\$		\$		\$
Pointe Lévis.....	6	300	6				6	2200				
Beaumont.....	4	178	4				4	1440				
St. Michel.....	4	99	4				4					
St. Valier.....	3	94	4				3	8000				
Berthier.....	2	16	17				2	1200	15	720		
St. Thomas.....	2	28	23				2	700	4	400	15	710
Cap St. Ignace.....			21						12	930	8	340
Isle aux Grues.....			12									
Inland waters, Co. L'Islet.....												
L'Islet.....			19								20	1030
St. Jean Port Joli.....			45								46	1645
St. Roch.....			30						10	430	22	880
Ste. Anne.....			32				*2	400	1	200	23	873
Rivière Ouelle.....			38				*1	300	2	270	52	2750
St. Denis.....			16						5	400	17	711
Kamouraska.....			9				1	250	3	400	6	205
St. André.....			16				2	180	5	810	18	605
Notre Dame du Portage.....			11								11	172
Rivière du Loup.....			10		†1040	208			2	220	7	79
Oacouna.....			14						12	1440	5	140
Isle Verte.....	5	420	30				*1	200	21	2005		
do (Mainland).....	6	1400	24				*1	250	9	459	1	5
Inland waters, Co. Témiscouata												
Lake Témiscouata and Touladi												
River.....	12	120	28	†20	525	420			2	40		
Cap à la Loupe.....	3	12	14						8	350		
St. Simon.....	4	35	15				6	130	1	40		
L'Anse au Foin.....	6	50	12	1	120	30	2	40	6	175		
Rivière Hâtée.....	2	16	5	1	200	150	1	40	4	200		
Riv. Rimouski and St. Mathieu.	7	55	20	2			2	75	10	480	12	200
Rimouski.....			10	1	38	20			9	120		
Isle St. Barnabé.....			2						2	40		
Ste. Luce and Ste. Anne.....			22	1	10	20			21	240		
Pointe aux Snelles.....			1						1	20		
Métis.....			4						4	80		
Boules.....			2						2	20		
Rivière Blanche.....			4						4	65		
Matane.....	8	80	18	1	40	35			11	165		
St. Félicité.....	5	50	10						6	90		
Cherbourg.....	4	40	8									
Mechins.....	12	120	24	5	247	195						
Capucins.....	8	80	16						3	45		
Totals.....	103	3193	598	32	2220	1078	40	12505	195	10854	263	10345

* Porpoise fishery. † Herring nets.

EXCLUSIVE OF THE GULF OF ST. LAWRENCE.

with the Yield, Value and Kinds of Fish, &c., on the South Shore of the River Cape Chatte, during the Year 1886.

KINDS OF FISH,

Salmon, lbs.	Trout, lbs.	Shad, lbs.	Herring, barrels.	Eels, lbs.	Sturgeon, barrels.	Sardines, barrels.	Bar and White Fish, doz.	Pickrel, lbs.	Pike, lbs.	Coarse and Small Fish, barrels.	Fish for Manure, barrels.	Porpoise Skins.	Porpoise Oil, gallons.	VALUE.
														\$ cts.
640		17421		12800	2		87							2,028 01
780		43841		6100	13		256							3,486 46
550		9405		13400	10		333							1,917 05
360		28164		25000	38		531			6				4,140 59
640		6441		20260	4		160			32				2,014 96
30		180		11336	100		406			73				1,921 96
				8434	97		114			88				1,397 54
				47984										2,877 84
	6000													480 00
				12920						61				958 20
				41398						110				2,813 88
				26000						112				1,896 00
		930		19608	24		530			35		6	360	2,323 86
600		600	2	65600	2					45		52	3120	5,985 00
420		10920	20	17080	23	28	50				43			2,115 25
70		1500	27	2854	8	6					40			462 74
20		2450	640	3882	10	31					40			3,732 92
				1848										110 88
430		10415	396	460	1	2					230			2,765 50
1130		21084	591	968		55					356			4,701 62
240		74580	1998		1	53				126		3	180	15,144 80
50		1212	146	100	1	8				180	112	13	780	1,705 22
	3000													240 00
	21500		450											3,970 00
900		4590	750		4	300				25	500			5,310 40
5150		1200	75			10					100			1,274 50
2900		1275	400			70				5	250			2,799 00
4200		6000	300			20				18	300			2,679 00
2250	9000	2400	2650	6000		140				25	2590			15,454 00
2800		1500	2650											13,760 00
1000		7500	1600											8,600 00
6240		2490	5920											80,680 00
360			600											3,045 00
599			2270											11,437 00
30			53											269 50
110			270											1,368 50
900	400		50											417 00
10			60											301 50
			25							50				275 00
2350			120							150				1,402 50
			80							25				475 00
35680	39900	155808	22043	343750	338	723	2487			1126	4561	74	4440	168,735 98

RETURN of Fishing Stations, Number and Value of Fishing Boats and Nets, together St. Lawrence from Quebec to

NAMES OF PLACES.	FISHING BOATS.		No. of Fishermen.	KINDS OF NETS USED.								
	No.	Value.		Gull Nets.			Brush Fish- eries with Nets.		Brush Fisheries		Eel Fisheries.	
				No.	Fathoms.	Value.	No.	Value.	No.	Value.	No.	Value.
<i>Island of Orleans.</i>												
St. Laurent.....	.....	.....	4	4	500	420	.....	.....	.....	.....	.....	.....
St. Jean.....	.....	.....	14	7	850	1150	5	540	.....	.....	2	90
St. François (North side of Island)	.....	.....	10	3	450	900	2	100	.....	.....	5	54
Argenteau.....	.....	.....	9	4	419	686	.....	.....	.....	.....	5	67
St. François (South side of Island)	.....	.....	10	1	70	160	.....	.....	8	215	1	15
Ste. Famille.....	.....	.....	12	1	150	300	.....	.....	11	218	.....	.....
<i>North Coast.</i>												
St. Pierre.....	.....	.....	1	.....	.....	.....	.....	.....	1	29	.....	.....
Ile Madame.....	.....	.....	2	2	206	240	.....	.....	.....	.....	.....	.....
Ile aux Reaux.....	.....	.....	1	1	160	120	.....	.....	.....	.....	.....	.....
Chateau Richer.....	.....	.....	5	1	75	200	.....	.....	4	82	.....	.....
Ste. Anne.....	.....	.....	9	.....	.....	.....	.....	.....	5	95	4	79
St. Joachim.....	.....	.....	28	.....	.....	.....	5	1700	.....	.....	22	772
Baie St. Paul and neighboring lakes	.....	.....	35	.....	.....	.....	.....	.....	47	2350	20	186
Ile aux Coudres.....	.....	.....	48	.....	.....	.....	.....	.....	32	537	44	447
Les Eboulements.....	.....	.....	40	.....	.....	.....	.....	.....	40	596	28	227
St. Irénée.....	.....	.....	11	.....	.....	.....	.....	.....	2	30	9	84
Malbaie.....	.....	.....	12	.....	.....	.....	.....	.....	12	174	.....	.....
Cap à l'Aigle.....	.....	.....	11	2	120	36	.....	.....	9	107	.....	.....
Rivière Noire.....	.....	.....	5	3	205	82	.....	.....	.....	.....	.....	.....
Port au Perail.....	.....	.....	3	3	145	53	.....	.....	3	55	.....	.....
Rivière à la Loutre.....	.....	.....	4	2	86	40	.....	.....	2	50	.....	.....
<i>Inland Waters of Charlevoix.</i>												
Grand Lake Nairne.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake St. Hyarion.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Pointe à Jérôme.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Long Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other lakes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<i>Saguenay Division.</i>												
Port aux Quilles.....	1	10	2	1	33	80	.....	.....	1	10	.....	.....
Baie des Rochers.....	.....	.....	1	.....	.....	.....	.....	.....	1	10	.....	.....
Echafaud aux Basques.....	1	15	1	1	38	30	.....	.....	.....	.....	.....	.....
Pointe au Bouleau.....	.....	.....	3	.....	.....	.....	.....	.....	3	79	.....	.....
Anse Ste. Catherine.....	.....	.....	2	.....	.....	.....	.....	.....	2	30	.....	.....
Poste St. Martin.....	2	20	6	.....	.....	.....	.....	.....	6	60	.....	.....
Grande Baie.....	.....	.....	2	.....	.....	.....	.....	.....	2	30	.....	.....
Petites îles.....	1	15	1	1	60	60	.....	.....	.....	.....	.....	.....
Tadoussac.....	3	60	3	.....	.....	.....	.....	.....	3	45	.....	.....
Pointe Rouge.....	2	50	4	1	100	106	.....	.....	.....	.....	.....	.....
Moulin Baude.....	1	20	2	1	80	80	.....	.....	.....	.....	.....	.....
Anse Puante.....	1	10	1	1	30	40	.....	.....	.....	.....	.....	.....
Pointe à la Carole.....	1	10	1	1	80	80	.....	.....	.....	.....	.....	.....

with the Yield, Value and Kinds of Fish, &c., on the North Shore of the River Bersimis, during the Year 1886.

KINDS OF FISH.														VALUE.	
Salmon, lbs.	Trout, lbs.	Shad, lbs.	Herring, barrels.	Eels, lbs.	Sturgeon, barrels.	Sardines, barrels.	Bar and White Fish, lbs.	Pickarel, lbs.	Pike, lbs.	Winninsh, lbs.	Coarse and Small Fish, barrels.	Fish for Manure, barrels.	Porpoise Skins, No.	Porpoise Oil, gallons.	\$ cts.
700		7500		8400	3		161	1420							1,361 70
900		12594		29420	7		319	804							3,137 83
40		750		14900	2		190	240							1,208 90
60		210		7350			230	1000							810 10
10		24		4840	57		600	2650			80				1,647 34
				5720	50		385	2275			182				1,574 95
				600			15	100			10				80 75
110		1260		7000	13		630	1920							1,479 80
100		900		4400	10		300	800							806 00
20		21		1440	28		190	3438			89				852 44
				4826	6		42	1300			24				486 06
				30356	6		112	780							2,038 16
	20170			61200			80				40				5,062 20
				6760							13	191	3	180	581 35
				3166	5	9					10	683			432 71
				1620								5			92 45
130			13		10							280			204 50
150			2			4					3	379			145 25
230											10				69 50
600											4	60			118 00
100											5	60			40 00
	8000														480 00
	6000														360 00
	5000														300 00
	2400														144 00
	6000														360 00
	26850														1,611 00
50											5				17 50
				6											30 00
50															7 50
90				10							4	200			121 50
	1000			8							10	100			145 00
	2000										55				236 00
	500										16				50 00
60	1000														69 00
	3000			15								500	80	4000	2,700 00
1480		30													223 80
1400		15													210 90
250															37 50
1410															211 50

**RETURN of Fishing Stations, Number and Value of Fishing Boats and Nets, together
St. Lawrence from Quebec**

NAMES OF PLACES.	FISHING BOATS.		No. of Fishermen.	KINDS OF NETS USED.								
	Gill Nets.			Brush Fish- eries with Nets		Brush Fisheries		Eel Fisheries.				
	No.	Value.		No.	Fathoms.	Value.	No.	Value.	No.	Value.	No.	Value.
<i>Saguenay Division—Concluded.</i>												
Anse aux Pilotes.....	2	30	3	2	130	100						
Petites Bergeronnes.....			1						1	20		
Anse à la Oave.....			2						2	25		
Escoumains.....	2	60	3	2	94	80			1	20		
Anse à Pelletier.....	1	10	1	1	38	40						
Ilets Boisés.....			1						1	25		
Petit Escoumains.....			1						1	20		
Sault au Mouton.....			3						3	60		
Mille Vaches.....	1	15	3	1	70	80			2	70		
Pointe Boisvert.....	2	20	3	2	150	150			1	20		
Portneuf.....	1	10	1	1	38	40						
Sault au Ochoon.....	2	25	2	2	200	200						
Pointe Colombier.....			2						2	40		
Bersimis.....												
Inland waters, Saguenay District...												
<i>Lake St. John Division.</i>												
St. Joseph d'Alma	15	180	30									
Signal.....			55	55	1650	275						
Metabetchouan East.....			30	30	900	150						
do West.....			40	40	1200	200						
Charlevoix.....			35	35	1050	175						
Paribonca.....			15	15	450	75						
Roberval.....			90		975	600						
Labarre and neighboring lakes.....												
Totals	39	560	623	227	10776	6976	12	2340	208	5074	140	2023

with the Yield, Value and Kinds of Fish, &c., on the South Shore of the River to Bersimis—*Concluded.*

KINDS OF FISH.

Salmon, lbs.	Trout, lbs.	Shad, lbs.	Herring, barrels.	Eels, lbs.	Sturgeon, barrels.	Sardines, barrels.	Bar and White Fish, doz.	Pickarel, lbs.	Pike, lbs.	Winnish, lbs.	Coarse and Small Fish, barrels.	Fish for Manure, barrels.	Porpoise Skins, No.	Porpoise Oil, gallons.	VALUE.
															\$ cts.
2220		450													360 00
	2000														120 00
			19												75 00
	500		15			6									173 00
1560			8												292 75
250															37 50
150			10			2					50				178 50
			5								50				37 50
100			50								6				302 00
1800			35								10				435 00
1200	1000		10												290 00
520	2000														198 00
2180															327 00
220	2000		30									200			303 00
	20000														1,200 00
							600	500	1200	4000	800				2,630 00
							50	7500	2500	15000	25				1,587 50
							30	3000	7500	7500	25				1,092 50
							35	2400	8000	9000	18				1,163 75
							70	12000	10000	12500	30				2,117 50
							45	4500	12500	10000	12				1,575 25
							800	60000	800	6800	250				5,536 00
	3800														216 00
18040	113020	23754	217	191698	197	21	4885	106627	42500	64600	1780	3183			49,829 94

**RETURN of Fishing Stations, Number and Value of Fishing Boats and Nets, Number
extending from Quebec to the Upper Ottawa**

NAMES OF PLACES.	FISHING BOATS.		No. of Fishermen.	KINDS OF NETS USED.						
	No.	Value.		Gill Nets.			Seines.		Eel Fisheries.	
				No.	Fathoms.	Value.	No.	Value.	No.	Value.
		\$				\$		\$		\$
Richelieu Division.....	545	2142	550	100	1000	509	180	2310	237	2560
Verehères do	324	5010	535	442	8840	4390	.....	.....	600	3300
Chambly and Iberville Divisions....	73	1116	132	102	2040	108	15	573	6	3100
Chateauguay and Beauharnois Divi- sions	121	2054	172	20	400	60	23	690	9	83
Missisquoi Bay Division.....	7	80	20	.....	.....	.....	8	335	.....	.....
Magog and Brome Divisions.....	70	1100	130	.....	.....	.....	.....	.....	.....	.....
Sherbrooke and Megantic Divisions * Champlain, St. Maurice and Three Rivers Divisions	43	430	55	.....	.....	.....	.....	.....	43	230
Berthier, Joliette and Montcalm Divisions.....	217	736	267	55	275	275	55	1100	.....	.....
Montreal Division.....	27	270	54	.....	.....	.....	27	540	.....	.....
Terrebonne Division	298	1788	470	.....	.....	.....	.....	.....	11	55
Lake of Two Mountains Division (including Isle Perrot).....	22	220	48	40	1600	500	.....	.....	.....	.....
Lower Ottawa Division.....	17	255	18	65	2405	390	.....	.....	.....	.....
Argenteuil do	10	255	30	.....	.....	.....	.....	.....	.....	.....
Upper Ottawa do	82	502	132	340	3500	2300	.....	.....	.....	.....
Gatineau Lakes do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	1866	15958	2612	1164	20060	8528	308	5548	966	9328

* 10,000 barrels of Tom Cod should be included in this district.

of Men, together with the Yield, Value and Kinds of Fish, &c., within the District in the Province of Quebec, during the Year 1886.

KINDS OF FISH.										VALUE.
Trout, lbs.	Shad, lbs.	Eels, lbs.	Sturgeon, lbs.	Whitefish, lbs.	Mackinongé, lbs.	Bas, lbs.	Pickeral, lbs.	Pike, lbs.	Coarse and Small Fish, lbs.	
										\$
.....	12800	106100	60100	.....	4000	2000	11800	12500	146720	15,100 40
.....	9330	234400	260900	13300	7220	700	3200	3900	41000	30,592 40
.....	.....	109278	96000	.....	.....	800	1820	1630	138760	14,422 96
.....	.....	82890	89000	.....	112195	89025	108200	155200	401075	49,078 50
.....	7218	.....	.....	.....	.....	.....	2125	.....	19000	983 08
.....	15090	.....	.....	.....	.....	101000	151200	.....	28000	21,636 00
24570	17400	12060	.....	.....	7350	8900	17250	8920	35890	7,563 60
63500	80000	179000	167400	12000	16500	7200	18000	60850	*1284200	76,512 50
45950	10800	101000	9000	1700	2500	750	10000	12500	39200	13,221 00
.....	60080	38000	18000	2900	32000	3000	15900	23500	90000	13,915 00
49000	6350	1785	31200	.....	.....	5890	3510	4930	11300	7,192 00
.....	5000	6500	38000	.....	12000	1800	13500	12500	24000	5,879 00
1400	6000	14800	30000	800	14000	3000	7500	14000	50000	6,568 00
15000	.....	.....	.....	3000	.....	.....	.....	4000	8500	1,810 00
.....	.....	12400	7100	.....	1650	.....	12120	.....	35000	2,900 00
142000	.....	.....	.....	21200	.....	12000	.....	66100	.....	17,321 00
341420	229396	898153	795800	53800	209415	226965	373225	381530	2342555	284,756 66

RECAPITULATION

Or the Quantity and Value of the different Fisheries, from Point Lévis to Cape-Chatte, in 1885 and 1886.

Kinds of Fish.	Prices.	1885.		1886.	
		Quantity.	Value.	Quantity.	Value.
	\$ cts.		\$ cts.		\$ cts.
Shad, at 9c. a piece, or 6c. per lb	0 06	No. 61,985	5,578 65	Lbs. 255,808	15,348 48
Eels, at 10c. a piece, or 6c. per lb	0 06	do 181,113	18,111 30	do 343,750	20,625 00
Herring	Brls. 5 00	29,920	149,600 00	22,043	110,215 00
Sturgeon	" 5 00	1,517	7,585 00	338	1,690 00
Sardines	" 3 00	6,832	20,496 00	723	2,169 00
Salmon	Lbs. 0 15	50,140	7,521 00	35,690	5,353 50
Trout	" 0 08	25,775	2,062 00	39,900	3,192 00
Whitefish	Doz. 1 25	2,173	2,716 25	2,487	3,108 75
Porpoise skins	No. 4 00	41	164 00	74	296 00
do oil	Galls. 0 50	2,460	1,230 00	4,440	2,220 00
Coarse fish	Brls. 3 00	3,542	10,626 00	1,126	3,378 00
Fish for manure	" 0 25	9,325	2,331 25	4,561	1,140 25
Total Value of the Fisheries.....			228,021 45		168,735 96
Decrease					59,285 47

RECAPITULATION

Or the Quantity and Value of the different Fisheries, from Quebec to Bersimis, in 1885 and 1886.

Kinds of Fish.	Prices.	1885.		1886.	
		Quantity.	Value.	Quantity.	Value.
	\$ cts.		\$ cts.		\$ cts.
Shad, at 9c. a piece, or 6c. per lb	0 06	No. 5,485	492 65	Lbs. 23,754	1,425 24
Eels, at 10c. a piece, or 6c. per lb	0 06	do 73,152	7,315 20	do 191,698	11,501 88
Herring	Brls. 5 00	27	135 00	217	1,085 00
Sturgeon	" 5 00	196	980 00	197	985 00
Sardines	" 3 00	25	75 00	21	63 00
Salmon	Lbs. 0 15	29,230	4,384 50	18,040	2,706 00
Trout	" 0 08	282,120	15,727 20	113,020	6,781 20
Pickarel	" 0 06	28,044	1,682 64	106,627	6,397 62
Pike	" 0 05	84,700	5,082 00	42,500	2,125 00
Bar and whitefish	Doz. 1 25	4,625	5,781 25	4,685	6,106 25
Winnish fish	Lbs. 0 08	118,750	7,125 00	64,690	3,876 00
Mixed fish	Brls. 2 00	648	1,296 00	1,790	3,580 00
Fish for manure	" 0 25	892	223 00	3,183	795 75
Porpoise skins	No. 4 00	3	12 00	83	332 00
do oil	Galls. 0 50	180	90 00	4,180	2,090 00
Total Value of Fisheries.....			50,402 44		48,829 94
Decrease					872 50

RECAPITULATION

Of the Quantity and Value of the different Fisheries, from Quebec to Upper Ottawa, in 1885 and 1886.

Kinds of Fish.	Prices.	1885.		1886.	
		Quantity.	Value.	Quantity.	Value.
	\$ cts.		\$ cts.		\$ cts.
Shad, at 10c. a piece, or 6c. per lb.....	0 06	No. 75,730	7,573 00	Lbs. 229,398	13,763 88
Eels, at 10c. a piece, or 6c. per lb.....	0 06	" 592,550	59,255 00	" 898,153	53,889 18
Sturgeon..... Lbs.	0 05	381,100	18,055 00	795,800	39,790 00
Trout.....	0 08	305,925	24,474 00	341,420	27,313 60
Whitefish.....	0 08	50,060	4,304 80	53,800	4,304 00
Maskinongé.....	0 08	113,820	9,105 60	209,415	16,753 20
Bass.....	0 08	237,150	18,972 00	226,985	18,157 20
Pickarel.....	0 08	236,985	18,957 20	373,225	29,858 00
Pike.....	0 05	469,480	23,474 50	381,530	19,076 50
Mixed Fish.....	0 02	2,831,850	57,037 00	2,342,555	46,851 10
Tom Cod..... Brls.	1 50	1,550	2,325 00	10,000	15,000 00
Total Value of the Fisheries.....			243,233 10		284,756 06
Increase.....					41,523 56

RECAPITULATION.

YIELD and Value of the Fisheries of the Province of Quebec (*exclusive of the Gulf Division*) for 1886.

Kinds of Fish.	Quantity.	Value.
		\$ cts.
Salmon..... Lbs.	53,730	8,059 50
Shad.....	" 508,960	31,537 60
Eels.....	" 1,433,601	86,016 06
Sturgeon.....	" 795,800	39,790 00
do..... Brls.	535	2,675 00
Sardines.....	" 744	2,252 00
Trout..... Lbs.	494,340	37,286 80
Herring..... Brls.	22,260	111,300 00
Whitefish..... Lbs.	53,800	4,304 00
Bar and Whitefish..... Doz.	7,372	9,215 00
Pickarel..... Lbs.	479,852	38,255 62
Pike.....	" 424,030	21,201 50
Winninich.....	" 61,690	3,876 00
Bass.....	" 236,985	18,157 20
Maskinongé.....	" 209,415	16,753 20
Porpoise Skins..... No.	157	628 00
do Oil..... Gall.	8,620	4,310 00
Mixed Fish..... Brls.	14,619	53,789 10
Fish for Manure.....	" 7,744	1,936 00
Tom Cod.....	" 10,000	15,000 00
Total in 1886.....		503,322 58
do 1885.....		521,656 99
Decrease.....		18,334 41

NOTE.—See page 224 for recapitulation of Gulf Division.

GENERAL RECAPITULATION

YIELD and Value of the Fisheries in the whole Province of Quebec for 1886.

Kinds of Fish.	Quantity.	Value.
		\$ cts.
Salmon, pickled.....	Brls. 647	2,058 00
do fresh.....	Lbs. 418,687	44,565 20
do canned.....	" 2,255	451 00
Ood, pickled.....	Cwt. 161,050	644,200 00
Haddock, pickled.....	" 1,037	4,148 00
Hallbut.....	Lbs. 46,432	2,785 92
Herring, pickled.....	Brls. 40,820	185,540 00
do smoked.....	Boxes 7,560	1,890 00
Shad.....	Lbs. 508,980	20,537 00
Bels.....	" 1,433,601	86,016 06
do salt.....	Brls. 113	791 00
Mackerel, salt.....	" 613	6,130 00
Sardines.....	" 744	2,232 00
Sturgeon.....	Lbs. 795,800	39,790 00
do.....	Brls. 635	2,675 00
Trout.....	Lbs. 494,340	37,286 80
do salt.....	Brls. 162	1,520 00
Winninich.....	Lbs. 84,400	3,876 00
Bar and Whitefish.....	Doz. 7,372	9,215 00
Whitefish.....	Lbs. 53,800	4,304 00
Maskinongé.....	" 209,415	16,753 20
Bass.....	" 226,965	18,157 20
Pickrel.....	" 479,862	36,255 62
Pike.....	" 424,030	21,201 50
Tom Ood.....	Brls. 10,000	15,000 00
Ood Tongues and Sounds.....	" 239	2,151 00
Smelt.....	Lbs. 32,400	1,944 00
Lobsters, pickled.....	" 949,482	142,422 30
Small and Mixed Fish.....	Brls. 17,332	59,215 10
Seal Skins.....	No. 28,226	28,226 00
Porpoise Skins.....	" 177	668 00
Fish for Manure and Bait.....	Brls. 131,919	93,335 50
Fish Oils.....	Galls. 253,053	102,083 20
Guano.....	Tons. 60	2,400 00
Local Consumption.....	Brls. 21,142	84,568 00
Total in 1886.....		1,741,367 20
do 1885.....		1,719,469 61
Increase.....		21,922 59

The following is an estimate of capital invested in plant of the fisheries of Quebec,
* exclusive of the Gulf Division, for the year 1886:—

	Value.	Total.
	\$ cts.	\$ cts.
2,008 Fishing Boats.....	19,711 00	
1,731 Nets and Seines.....	22,125 00	
1,324 Weirs (Brush and Hel).....	52,438 00	
		94,274 00

* NOTE.—See page 223 for Statement of Gulf Division.

APPENDIX No. 7.

BRITISH COLUMBIA.

ANNUAL REPORT ON THE FISHERIES OF BRITISH COLUMBIA FOR THE
YEAR 1886, BY THOMAS MOWAT, INSPECTOR.

NEW WESTMINSTER, B.C., 31st December, 1886.

Hon. GEORGE E. FOSTER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honor to transmit the statistics of the yield of the various fisheries of this Province, together with my report for the present year.

Owing to the short run and scarcity of suckeye salmon in the Fraser River, the pack fell very much short of the expectation of all the cannery owners here. In accordance with previous observations and the abundance of salmon which ascended the Fraser in 1885, the periodical theory system that had been believed to be authentic was not this year verified, and the cannery proprietors had made the necessary preparations for a large pack; but, fortunately, this deficiency was partly compensated for by the increased pack at all the northern canneries, except Alert Bay, the fish ascending the Minkiah River in great numbers before the canneries were ready for operation.

Notwithstanding the small run of salmon in the Fraser, the increase in the pack of these fish, as well as in all other branches of the fishing industry, has been conspicuous.

As it is, the result of last year's work, including the estimated consumption by the Indian population, reached a grand total of \$4,834,848, and if we exclude the estimated consumption by Indians, and confine ourselves to the commercial products and the fish used by white and Chinese residents, the comparative statement stands thus:—

Total, 1886.....	\$1,577,348 00
do 1885.....	1,087,038 00

Increase in 1886.....	\$ 499,310 00
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This increase bespeaks a larger amount of capital invested, as well as an increased number of men employed, as follows:—

Total capital invested in the fisheries, 1886.....	\$872,445 00
do do do 1885.....	809,805 00

Increase in 1886	\$ 62,640 00
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The above increase of capital invested was chiefly occasioned by the additional

number of salmon canneries in operation and a large increase in the fur-seal fishery. The number of men employed was as follows:—

Number of men employed in 1886.....	6,211
do do 1885.....	2,820
Increase in 1886.....	<u>3,391</u>

The increase in the canned salmon pack was not at all due to their great abundance in the Fraser River, but only to the additional number of canneries in operation, which necessitated additional plant and labor in the capture of fish.

A good deal has been written with regard to periodical fluctuations in the yield of British Columbia salmon. Some persons seek the cause of these fluctuations in the destruction of ova on the spawning beds, occasioned by sudden rise and fall of water in the small breeding streams which many of these fish inhabit, whilst others claim it is due to the death of fish ascending the rivers and their being destroyed by natives after reaching the spawning grounds and before depositing their ova. Others claim, that these fluctuations are of a purely local character and occur before the fish reach the rivers, whilst others contend that the falling off in the run is due to over netting in the estuaries and by Indians on the headwaters. This appears to be the most plausible solution to the difficulty. Last year, there were 8,075,275 pounds of salmon taken from the Fraser River alone, exclusive of Indian consumption. This heavy drain has been going on for eight or ten years past, and it must necessarily affect the supply.

The comparative yield of canned salmon stands as follows:—

1886, cases (4 dozen 1-pound cans).....	161,270
1885 do do do	108,517
Increase, 1886.....	<u>52,753</u>

Representing an aggregate of 7,748,960 pounds of fish, which were mostly shipped to Europe, Australia and Canada.

The quantity of salmon packed at the several canneries on the Fraser, and on the coast, is as follows:—

	Cans.
Fraser River, 11 canneries	93,177
Coast, 6 canneries.....	62,093
Total cases.....	<u>161,270</u>

It now behooves all persons engaged in this great industry, to do everything in their power to devise means to open other streams closed by mill dams or natural falls, for natural breeding, and also to increase the facilities for artificial propagation which, I am satisfied, will be of great value in assisting to keep up the supply of salmon in this river. The increasing demand for canned salmon in home and foreign markets, and the gradual but perceptible decrease of these fish in the Columbia, Sacramento and other southern rivers, undoubtedly caused by over-fishing and inadequate protection, should teach our people a lesson, and show them that efficient protection cannot be commenced a moment too soon.

A great increase took place in the fur seal fishery. The weather was exceedingly fine this summer, and most favorable for good catches. This branch of industry has attained a wonderful development within the last few years, and extensive preparations are made for the coming season. Some of our schooners are, at this date, sealing off the California coast; but owing to the unsettled state of affairs in Behring Sea, I believe none will fish there this season.

The following vessels are engaged in the fur seal fishery :—

Name of Schooner.	Tonnage.	Sailors.	Hunters	Boats.	Canoes.	Skins taken during 1886.
Pathfinder	66	4	15	5	.....	1,708
Carolina	33	3	8	.....	4	977
Mary Ellen	67	5	15	5	.....	4,258
Theresa	70	5	15	5	.....	2,625
Favorite	80	5	20	.....	10	3,325
Black Diamond	81	4	16	.....	8	1,760
Alfred Adams	69	5	24	.....	12	2,465
Active	45	5	16	.....	8	2,275
City of Santiago	70	4	12	4	.....	1,610
Silver Handy	75	4	12	4	.....	1,587
Dolphin (Steamer)	80	3	27	1	12	2,601
Annie Beck	50	4	24	.....	10	1,400
Grace	80	5	22	1	11	2,550
Sayward	75	4	18	.....	9	2,725
Mary Taylor	60	4	24	.....	12	650
Mountain Chief	40	2	16	.....	8	450
Onward	35	3	20	.....	10	950
Thornton (Steamer)	35	3	12	4	.....	675
Rustler	50	3	28	.....	14	650
Kate	55	4	26	.....	18	680
Total	1,216	79	380	29	148	38,917

Estimate of Indian catch on Coast, 3,000 seals.

The owners and captains of sealers are fitting up their vessels with good row-boats and engaging whitemen as hunters in preference to natives, because after one year's experience, the latter can kill more seals, and in every way they are handier to deal with than the natives, who do not care about going so far away from home, and who, when they are dissatisfied, do pretty much as they like.

TROUT AND WHITEFISH.

Since my appointment as Inspector of fisheries, I have not had time to examine the large lakes of the interior, but I am informed that whitefish and speckled trout of large size abound in many of these lakes, as well as a superior quality of fish with red flesh, weighing about two pounds, and, from the description received, somewhat resembling a suckeye grilse. These fish are never known to visit salt water, but are most excellent food and supply, to a great extent, Indians in the interior.

I have spoken at great length of the different species of fish which frequent the west coast of British Columbia, and shall not again allude to the matter here; I will merely add that, having talked over the matter with several practical fishermen who intend going into cod fishing, all seemed anxious to embark into the venture; but, as a general rule, they have little money, and are afraid to put their last dollar in a venture which is as yet undeveloped. Mr. McLennan's steamer is still in this port; he expects to go out in March, unless he can find some more lucrative employment for his vessel. Several persons have expressed their intention of going into the trade should the Government give a reasonable bounty on the cod fish caught. This, I am satisfied, would do more to open up the deep sea fisheries on this coast than anything else.

Shad is very scarce in our waters, only a few having been caught last year off Race Rocks, in the Strait of Fuca. These are an offshoot of the fish planted by the United States Fish Commission, in San Francisco Bay. A few were also taken in Puget Sound and on the Columbia River bar, but as yet, none have been seen in the Fraser River. From the Fish Commissioner's Report for the State of California, I quote the following :—

"*Shad*.—The Pacific coast is amply stocked with this species of fish. The

increase in California has been marvellous. Millions are annually hatched in the overflows or Tule Lakes. The supply equals, if it does not exceed, the demand. Whilst as an edible fish, it may not rival its eastern relations; in numbers and size it is victor. In the east, a six-pounder is a very large specimen; here, we take them weighing eight or ten pounds.

"It is estimated that, more than a million of good-sized shad have been taken from the waters of California during the present year. We note here, for careful consideration, the fact that, the yearly actual value of shad to the State is many times greater than all the money that has been expended by the State for the restoration and preservation of fish."

I find that, during a period of five months, in the year 1885, there were sold in the San Francisco market, 14,480 pounds of shad, and in 1886, in seven months, 44,550 pounds. It appears that, shad are more plentiful in places where originally planted than on any other part of the coast. I would, therefore, recommend to the Department to procure a couple of hundred thousand fry and have them planted in the Fraser, Cowichan and Nanaimo Rivers. The cost of procuring these fry from San Francisco would be small, and the benefit, I am satisfied, would be satisfactory, as I know of no river better adapted than the Fraser for the natural propagation of shad.

Smelts were fairly plentiful; but few are exported and, in consequence, only a sufficient quantity is caught to supply the local demand. Oolachans were not so abundant as usual, and as there were no facilities to export them fresh during the run in the Fraser, only a few were caught for local consumption. Sturgeon are plentiful and hold a good place in the market, but no exportation of this fish has as yet taken place from the Province. I received a letter from Mr. D. P. Leonard, of Queen's Grove, New Jersey, enquiring about this important fishery. He states that, should prospects be satisfactory, he intended establishing an important sturgeon fishery on the Fraser River.

A suggestion is made by Mr. Alex. Ewing, one of the largest cannery proprietors on the Fraser River, and a man who has had large experience in various fisheries, that dogfish, dried in a similar manner as codfish, would become an important article of trade with the Chinese. Mr. Ewing states that, he has eaten dogfish when dried, and that they are a fair article of diet. Should at rate of this kind be opened with China, it would be of great importance to our Province, as these fish exist in countless numbers in our waters. A good many herring were caught in Burrard Inlet and in the neighborhood of Victoria, all of which were consumed at home.

Mr. Joseph Spratt's oil and scrap factory, at Vancouver, valued at \$45,000, was destroyed by fire last season. He had just completed extensive improvements, and had only been engaged for a few days in the manufacture of herring oil. His intention was to gather offal from canneries on the Fraser and turn it into oil and guano. There is some talk of putting up a similar establishment at the mouth of the Fraser River, which I trust will be carried out. It will, undoubtedly, prove of great benefit to the Fraser. The loss of Mr. Spratt's factory compelled the cannery men to throw the offal of their fish into the river, as they have done since the canning industries were in operation. This, I am afraid, will injure the run of salmon in the Fraser.

These offals should be buried on shore, in pits near the canneries, or deposited on gurry grounds, defined for said purpose, at the mouth of the river.

The guardians employed on the Cowichan, Nanaimo, Comox and Alberni Rivers, report that the natives observed the weekly close time set apart by the Department, with reference to the opening and closing of weirs on small streams. All mill and cannery proprietors were served with a copy of the circular issued by the Department, relative to the pollution of streams and rivers. Mill-owners were very strict in the observance of the regulations on the Fraser River.

There are no close seasons at present for this Province, except for trout, and even this does not seem to be a suitable time. I, therefore, trust that, the close seasons and regulations which I recommended to your Department, will be favorably considered. On the whole, the close season for trout was well observed by whitemen throughout the Province. Since the appointment of a special guardian for the lakes

in the neighborhood of Victoria, no fish were killed by means of giant powder by the Chinese.

There are, as yet, no fish-ways in this Province. One is needed on the Nicola, a tributary of the Thompson River, which flows into it about one mile from Spencer's Bridge. The Nicola is closed by a mill dam fifty miles from its mouth; this prevents all fish from ascending higher up and entering the following important lakes, viz.: Nicola Lake, fourteen miles long and two miles broad; Minnie Lake, Clapperton Lake, Douglas Lake, Bear Lake and Stump Lake. All of these lakes are said to be well stocked with whitefish and speckled trout; and were there a fish-way in the mill dam at Nicola, thousands of salmon would also have free access to the large natural spawning grounds above. A fish ladder is also wanted at the falls on the Bonaparte River, as stated in the Inspector's Report for 1885. Another fish-way is required on the Stave River, a large tributary of the Fraser, and one on the Nanaimo River, on Vancouver Island, is much needed, to permit the fish to ascend a pitch of falls into Nanaimo Lake.

A new industry has sprung up in the shipment of fresh fish packed in ice. This venture promises to be of fair commercial importance. A large building containing 500 tons of ice has already been erected in this town, to be fitted up with freezers of 50,000 pounds capacity. There is also stored at Port Haney, on the Fraser, 650 tons of ice, and freezers of 100,000 pounds capacity will be put up during the summer. In Victoria, there is between 700 to 1,000 tons of ice stored, and the experiment of bringing the black cod or "skil," as well as other fish, into the market in a fresh condition, will be tested.

It was thought by several persons in this Province that, whitefish and speckled trout did not exist in our large lakes, and I am surprised that our inspectors did not take the trouble to find the truth about this matter. I am in a position to state that, the true whitefish (*Coregonus clupeaformis*) and speckled trout (*Salvelinus fontinalis*) exist in most of our principal lakes. I have seen and indentified them, and have also eaten whitefish, and found them excellent. These whitefish were from Nicola Lake, and Indians inform me that they are found there in countless numbers. I am satisfied an extensive trade could be done in speckled trout and whitefish from this Province.

On referring to the official report of the different Provinces in the Dominion for the year 1885, I find the salmon catch to be as follows:—

Nova Scotia and Cape Breton:—

Fresh, canned and smoked salmon.....	503,693 pounds.
Salted salmon.....	3,428 barrels.

New Brunswick:—

Fresh, canned and smoked salmon.....	1,380,016 pounds.
Salted salmon.....	119 barrels.

Quebec:—

Fresh, canned and smoked salmon.....	583,668 pounds.
Salted salmon.....	739 barrels.

Prince Edward Island:—

Fresh salmon.....	8,455 pounds.
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British Columbia:—

Fresh, canned and smoked salmon.....	7,011,761 pounds.
Salted salmon.....	3,486 barrels.
Indian consumption.....	25,000,000 pounds.

The above figures show that, there were caught in all the Provinces of the Dominion 2,475,832 pounds of fresh, smoked and canned salmon; 4,358 barrels salted salmon, whilst the Province of British Columbia alone yielded 3,486 barrels salted salmon and 7,011,761 pounds fresh, canned and smoked salmon, together with 25,000,000 pounds consumed by the Indian population, which is a low estimate for 45,000 natives. British Columbia, therefore, yielded 29,535,929 pounds more fresh,

smoked and canned salmon than all the other Provinces of the Dominion put together, and came within 810 barrels of salted salmon of the total catch. To keep up this supply, the eastern Provinces turned out of eight hatcheries 5,267,000 salmon fry; and British Columbia, with only one hatchery, turned out 1,800,000 fry. This will prove that, when an industry is of such large dimensions and the demand so great, the means of keeping up the supply should be enlarged. The Province of British Columbia should have another hatchery on the head waters of the Thompson River, where ova could be obtained from the Columbia River fish, and one on the coast to supply the Nasse and Skeena Rivers.

In concluding this report, I beg to say it will be necessary to employ guardians on the same rivers as last year. A permanent overseer should be located on the lakes in Victoria district, and a good reliable man kept on the Upper Thompson and Columbia Rivers, so as to prevent parties from shipping uncleared salmon over the Canadian Pacific Railway and injuring the trade of licensed fishermen by spoiling the reputation of our salmon.

I have the honor to be, Sir,

Your obedient servant,

THOMAS MOWAT,

Inspector of Fisheries for British Columbia.

REPORT ON A DEEP-SEA FISHING EXPEDITION AROUND THE COAST OF BRITISH COLUMBIA, BY MR. THOS. MOWAT, INSPECTOR OF FISHERIES.

NEW WESTMINSTER B. C., 31st December, 1886.

Hon. G. E. FOSTER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honor to submit the accompanying report descriptive of the results of our fishing expedition on the schooner "Pathfinder," with a map showing distances and locality travelled by schooner and boats; also location of the principal harbors and fishing grounds, with temperatures and soundings in various places.

In accordance with my instructions, I ascertained that, a suitable schooner could be procured, but would not be available until the 10th of September. This information I laid before you personally, when here. Contrary, however, to the expectations of the owners, the schooner arrived on the 4th September, and having been advised of it, I at once set about getting everything ready, expecting to leave Victoria on the 11th; but finding out late on that day that ice was scarce, I had to proceed to Seattle to procure the necessary quantity for the voyage. When I arrived at Seattle, I found I could not get enough ice for our purpose and had to order some from Portland. Owing to some misunderstanding between the railway company and the steamers, this ice did not reach Victoria until the afternoon of the 15th. In the interim, the crews were busy fixing trawls and gear and making a suitable place for storing ice. Everything being in shape on the evening of the 15th, the vessel hauled out in the harbor and dropped anchor.

The "Pathfinder" is a schooner of 66 tons register. The crew consisted of nine men, as follows: Captain Wm. O'Leary, of Nova Scotia, who navigated the schooner around Cape Horn, and was engaged seal fishing in Behring Sea during the past season. The mate, Mr. Owen Thomas, has been employed on coasting schooners trading and sealing along the west coast of Vancouver Island for the past sixteen years. Four of the crew were practical fishermen, who had been trawling and hand line fishing off the coast of Nova Scotia and Newfoundland; the others had some experience in fishing and sealing in the Okhotsk and Behring Seas.

Mr. H. Yondall, of Harbor Grace, Newfoundland, who has had much experience in the fishing business of that colony, accompanied the expedition, and I herewith append a statement of his views on the fisheries of our Province.

The schooner's gear consisted of three double end sealing boats—length of keel, 22 feet, depth, 2 feet; breadth, 5 feet—with ash oars and sails. Each boat was supplied with a trawl half a mile long, having about 470 hooks attached. The schooner was also provided with Massey's frictionless sounder, and Miller, Cassella & Mangy's deep-sea self-registering thermometer, for taking bottom and surface temperatures; a seine for taking bait, and salt for curing fish.

On the morning of the 16th September, the vessel was towed from Victoria Harbor to the straits, and the wind being light, we drifted with the tide down as far as Reddy Bay, and dropped anchor. Here I tested the sounder and found it registered correct at 49 fathoms, temperature 49°; sounded again at 13 fathoms, temperature 53°. Lay at anchor all night. No wind.

Friday, 17th September.—Weighed anchor at 7.30. Light wind. Passed Race Rocks with strong tide, beating down the gulf against a chopping sea and head wind, with thick fog. Anchored during night at Kydaka Point, on the American side of the straits.

Saturday, 18th September.—Morning calm and foggy. Weighed anchor at 10.35 a.m. with a light breeze. Schooner working out the straits. Caught two salmon with spoon kook, in perfect condition; roe well developed.

Sunday, 19th September.—Found the vessel off Cape Flattery, rounded the Cape

at 7.30 and with a fair but light wind, shaped course for Ucluclet Arm. Caught a "Tope Shark," measuring 5 feet 9 inches, from the liver of which two gallons of oil was rendered. At noon, took sounding ten miles off Barclay Sound, 52 fathoms; mud bottom; temperature, 47°.

Monday, 20th September.—Light N. E. wind. Ran into Ucluclet to secure bait; arriving in harbor at 10 a.m. Met Mr. Guillod, Fishery Guardian and Indian Agent. Had a consultation and went with him to see the Indians about the fish. The chief informed me that the true cod (*gadus*) and various species of cultus cod (*ophiodon elongatus*) called by the Indians *tooshkwa*, and also the rock fish (*sebastiethys*) of various species could be caught in large numbers at a distance of about two and a-half miles from shore. He said, at times we could load a vessel with them; but as there was no chance of disposing of them, they only caught what they required for their own use, and had no encouragement in making a further business of fishing. Sent two boats to search and seine bait, but they did not succeed in finding any, after making a circuit of the whole arm. While the boats were absent from the schooner, the men on board observed a large school of sardines near the vessel; they are what the Indians use for bait in the fall season. The method adopted for catching them is with a small rake, made out of a piece of stick shaped like a boat oar, split in two pieces, with nails driven in the thin edge and pointed sharp. By drawing this quickly through the water amongst a school of small fish, they are caught on the pointed nails and lifted into the canoes.

Tuesday, 21st September.—Men out at 5 o'clock searching for bait, but without success. Purchased some salmon from the Indians. Weighed anchor at 9.30 a.m., with a fair wind. Shaped course and ran for Clayoquot Sound where we arrived at 2 p.m., taking soundings on the way up. I here learned that the Indians had caught some herring up the Arm, and at once made ready to go in pursuit of them, giving orders for one boat to set a trawl off the harbor. I left the schooner at 6 p.m., with one of the boats in which was our seine, and taking an Indian for a guide, we pulled about fifteen miles up the Arm against a strong wind and through heavy rain. We searched for bait until 2 a.m. the following morning. The Indian stated that the wind was so strong, the herring had left the bay. We then pulled to an Indian cabin and awaited daylight.

Wednesday, 22nd September.—At daylight, proceeded three miles further up the Arm to a small brook where the Indian informed us we could procure some trout. Returned to the schooner at 10.40 a.m. Gave orders to set sail, and weighed anchor at 11.20 a.m., with a heavy breeze blowing. Gave orders to shape course for Queen Charlotte Islands.

Thursday, 23rd September.—This day came in fine. Took soundings at 6 o'clock, a.m., 120 fathoms of water without bottom, temperature 45½. The wind springing up, had a good run, vessel keeping well on her course but rolling heavily.

Friday, 24th September.—Wind S.S.E., vessel still under full sail. Wind strong, but not so much sea as on yesterday. Misty and rainy.

Saturday, 25th September.—Wind S.W. Blowing strong in morning, moderating towards evening. Air getting chilly. Nearing Queen Charlotte Islands. Big sea running.

Sunday, 26th September.—Wind S.S.E. Vessel still on course; not as heavy a sea as yesterday. Took surface temperature, 53°. Sighted east end Queen Charlotte Islands. At 4.30 p.m. commenced raining, and thick fog shut out sight of land. Our intention was to try and make Rose Harbor, but the fog being dense, we were obliged to alter our course and steer for Gold Harbor. About four miles off Cape St. James, we encountered a very heavy tide rip which we judged to be running at the rate of about three miles an hour to the N.E. The sea was running so high it was impossible to even try and take soundings, our schooner being knocked about like a small canoe in a rapid.

Monday, 27th September.—Calm and dry, with heavy fog hanging over the land. Took soundings in 83 fathoms; no bottom; temperature, 43°; opposite Queen

Charlotte Islands. Distance from land about 15 miles. Very strong currents and heavy tide; rips are to be seen.

Tuesday, 28th September.—On awakening, found it still calm and foggy, which continued until 1 p.m. Captain tried to take observation, but did not succeed; could not therefore locate position. When fog raised at above hour, we were about 15 miles from land, and a breeze springing up got to within 4 miles of land, when it calmed down. Tried for soundings, but failed at 85 fathoms. Surface temperature 57° ; bottom, 43° . Lay to and waited for morning. The land here is high, with rugged cliffs standing up boldly from water's edge.

Wednesday, 29th September.—Still calm and foggy, but in sight of land; a heavy roll upon the sea. Tried soundings; no bottom at 122 fathoms; temperatures surface, 55° ; bottom, 43° . Soundings were taken with at 20 lb. lead, and with 60 fathoms of stray line it would show a very strong current. At 2 p.m. fog clearing. A strong wind sprang up and we stood in for the land, but after making a few miles, wind died away and left us rolling about in a calm.

The captain managed to take an observation and located position of schooner. Found that the strong tide had driven us towards the north beyond Gold Harbor. At about 4 p.m., abreast Skidegate Channel.

Thursday, 30th September.—Wind sprang up during the night from E.S.W. blowing a gale, with heavy swell. At daybreak stood in for Skidegate Channel; but as it was not properly surveyed and no one on board understood the ground, the captain did not deem it prudent to make the attempt in such a heavy wind, and as a portion of Gold Harbor had been surveyed and we had a good chance to get in, the attempt was made, as we could also explore the outside coast from it. We then hauled by the wind and tacked back to Gold Harbor, which took us all day against a head sea and wind. The wind died out before we reached suitable anchorage and we had to drop kedge in 35 fathoms of water, in the centre of the inlet. I find the schooner a very poor sailing craft by the wind, especially when a heavy sea is running. Night disagreeable and squally; the bottom, where we are anchored, is foul and rocky. This harbor is difficult for strangers to enter in thick foggy weather.

Friday, 1st October.—This day came in fine. Sent Mr. Yondall, with boats, to set trawls. No. 1 trawl was set in 25 to 65 fathoms of water, half a mile from shore; surface temperature, 59° , bottom, 55° . No. 2 was set in 70 to 90 fathoms, three quarters of a mile from shore. They were baited with salmon, herring and pork. Went with captain to examine Douglas Harbor and get the vessel in a place of safety. The tide turning, we returned at once to the vessel and, heaving up anchor, drifted on the tide up into Gold Harbor, which is distant from the outside land about 8 miles. This, I consider too long an indraft for vessels to go in while fishing on the outside coast.

Saturday, 2nd October.—Crew on deck at daylight; Mr. Yondall went with two boats to examine trawls; found it blowing hard outside, nearly swamping boats. Upon lifting trawls, found on each about 25 dogfish, a dozen red rock fish and a few rat fish. It blowing too hard outside, trawls were taken further up the inlet. No. 1 was set in 40 to 80 fathoms, and No. 2 in 25 to 35 fathoms; temperature, 50° at bottom. Left them for about five hours when, on being taken up, nothing was found on them. We then set trawl No. 3 at the entrance of Mudge and Gold Harbors; depth of water, 50 fathoms; temperature, 55° , bottom, 47° . Took soundings all around Mudge Harbor and down Inskip Channel, a distance of three miles, finding on an average from 45 to 50 fathoms of water; bottom, sand and shells; temperature, 55° to 56° ; bottom, 46° to 48° . Owing to the lateness of the season, all the Indians had left this part of the coast and moved to the more sheltered side of the island; at Skidegate Harbor. This was awkward, as we could not procure guides.

Sunday, 3rd October.—Raining and blowing so hard outside this morning that boats could not get out, but it cleared again about 2 p.m., although later it recommenced.

Monday, 4th October.—Up at 5 a.m. Every appearance of a fine day. No. 1 and 2 boats start for Moore's Channel, each with trawls and hand lines. No. 1 boat

set trawl in 55 fathoms of water; temperature, 55°, bottom, 50°; another trawl is set about 2½ miles from headland and fished in 140 fathoms of water; temperature, bottom, 48°; further out, in 120 fathoms, temperature, bottom, 47°. Here we caught some rock fish. No. 2 boat set trawl in 120 fathoms of water; temperature, bottom, 47°. Got it badly snarled upon the coral and with a number of dog fish on it. Tried hand line fishing in 55 fathoms; caught a number of black and orange rock fish. No. 3 boat set trawl in 75 fathoms of water off Inskip Channel. Tried hand line fishing in 90 fathoms, one mile off headland; temperature, 47°; found bottom foul, but got a number of rock fish. Found suitable shelter for small sized boats, with ample room for schooners to enter, on either side of Kuper Island into Inskip Channel.

Tuesday, 5th October.—Weighed anchor at 6 a.m., and began to drift down channel. No wind; day dull and hazy. Tide carried schooner down to Moore and Inskip, when kedge was dropped. Sent one boat to put out trawl, and night being very dark and rainy had to anchor all night.

Wednesday, 6th October. Sent boat to lift trawl, on which were found some rock fish. Weighed anchor on turn of tide and started to drift out. A breeze springing up, commenced to beat out of the harbor. Just after getting well under way, a squall struck the schooner, carrying away one of her boats, bottom up, splitting main sail and nearly dashing the schooner to pieces on the rocks. Had to run back to Rose Harbor and anchor there for the night.

Thursday, 7th October.—This day broke out fine, and on turn of tide weighed anchor, and with the assistance of the boats and tide got out about 3½ miles, when had to drop kedge and remained until 9 p.m., at which time, with favorable wind, began to work out by the light of the moon.

Friday, 8th October.—Only got a short distance out of the harbor, and at 7 a.m. had to drop anchor in 80 fathoms of water. One of the crew noticed a large fish feeding close to the schooner, and looking over the side I saw a large school of small fish, and upon dropping a hook secured one, which was at once recognized as a young black cod. Rigging up some small hooks, we fished until noon, securing about a barrel full of these fish, measuring from 11 to 13 inches in length. They resemble a mackerel in outward appearance, except the head and tail, but as they increase in size this resemblance diminishes. Temperature of water, from 48° to 55°. These fish were caught in from 3 to 10 fathoms of water. Weighed anchor at noon and came out of the harbor.

Saturday, 9th October.—At daybreak, found schooner opposite Tasoo Harbor. Calm; heavy sea. The wind rising at 10.30 a.m., shaped our course for Houston Stewart Channel. Dropping one boat 3 miles from shore, ran into Laskoon and dropped kedge. Two Indians came on board and said we were not safe with the wind blowing so heavy. Boat returned and reported having found bottom at 75 fathoms, but foul with coral rocks. Temperature, 51° to 52°.

Sunday, 10th October.—Weighed anchor and sailed through Houston Stewart Channel, where we anchored in a snug little harbor shown us by the Indians. It not being marked upon the Admiralty charts, I named it Foster Harbor, after the Honorable the Minister of Marine and Fisheries. It is located to the S.E. of Houston Stewart Channel and just inside of Moore Head from Heckate's Straits. Visited the Indian Ranch and examined the natives' hooks and lines, but could not get them to go out as it was Sunday. They, however, promised to go on Monday, weather permitting. Whilst on shore an old Indian went and brought to us a large *opticus* which they use for halibut bait.

Monday, 11th October.—Blowing hard at one o'clock a.m. with heavy rain, and at noon it increased to a gale. The captain said had we been outside, we should have been blown to the north. Indians came on board and told us it was useless attempting to fish and that if we wanted "skil," we would have to wait until the weather moderated. Caught three fine halibut from the side of the schooner, the largest weighing 165 lbs. The Indians say the best halibut banks are inside of the island, in Heckate's Straits, and that we could easily fill our vessel with them. As they are not a desirable fish salted and we could not market them fresh, we did not

catch any more. In any place where the water is shallow halibuts are plenty, and I have no hesitation in saying that they are superior in every way to those caught off the Grand Banks.

Tuesday, 12th October.—This day came in fine, but with a stiff breeze blowing and heavy sea outside; about noon, the weather moderating, we commenced setting trawls in the harbor and caught a number of rock fish, rat fish and halibut. Made arrangements with three Indians, named Luke Tate, Timothy Tate and Jeremiah Price to go to the "skil" grounds as soon as practicable.

Wednesday, 13th October.—This day came in fine, and after getting breakfast made ready for a start at daylight, and with three boats and what we considered ample gear started off for the grounds, taking the Indians on the way. We then called at the Indian Summer Ranch, and took along some of their native hooks and lines. On reaching the mouth of the harbor the sea was found to be very heavy and the Indians wanted to turn back; but, I showed them our boats were built for rough weather and heavy seas. We managed to get through the heavy tide rips and pulled about four and a-half miles beyond the outer head lands, where the Indians said the "skil" grounds were located. We dropped two lines in 180 fathoms of water, leaving them down fifteen minutes, and on hauling them up one had nothing on it whilst only one fish was found on the other. The boats were then moved half a mile further out, putting out lines in 210 fathoms of water; after allowing them to remain twenty minutes in the water we hauled one, on which there were eleven large fish and I believe that, had not the hooks and lines been snarled up, we would have found a fish on each hook. The other boat, which was a quarter of a mile nearer shore, caught eight fish; but, as it was getting late and a breeze springing up, we started for the schooner. The Indians told us the "skil" lay on these grounds the whole season through, and that they are found at some seasons in greater numbers than at others. These fish were filled with roe, and from all appearances would spawn early in November. Indian Luke said he filled a canoe that would hold about half a ton with two hauls of his line. These fish are split on the back like salmon, and when first packed, about fourteen fill a barrel. The Indians were anxious to know if any one was coming to buy fish, as they prefer fishing at home rather than going away to work for the canneries.

Thursday, 14th October.—Crew on deck at daylight, and everything ready for another day's fishing, but the wind was strong and the Indians said it was blowing too hard. Waited until after sunrise, but as the wind increased weighed anchor about 10 a.m., and with a good stiff breeze, from N. N.W., shaped our course for Vancouver Island.

Friday, 15th October.—At daybreak, headed towards Kyuquot, but the wind failed before we got into the harbor. Let down one boat to test fishing ground, but found no bottom at 360 fathoms. Six miles from land again sounded and found bottom at 210 fathoms. Here we caught a number of rock fish. We have only made about 5 miles all day and it will be impossible to get in the harbor to-night.

Saturday, 16th October.—Wind still dead against us, but very light. Sent two boats out to set trawls and fish with hand lines; depth 45 fathoms, temperature, 52°. Whales seen in large numbers about three miles from shore. Arrived in Kyuquot Harbor at dark.

Sunday, 17th October.—This day came in fine, Mr. Yondall and self went to explore inlet and harbor. The hills come down bold to the water's edge, but on some of the small islands there are patches of fair level land. I was informed by the natives that good flat land exists at the head of the different inlets. Found good anchorage for schooners and boats. Returned to vessel at noon. At 2 p.m. went on shore to see Father Nicholas and learnt from him that the Indians catch lots of "Toshqua," rock fish and halibut when they care to fish for them.

Herrings are said to be plentiful in the months of March, April and May. The Indians brought a quantity of small young "skil," caught with hook and line. They state these fish could be taken in large numbers but were small and similar to those caught in Gold Harbor. Made a bargain with one of the Indians to show me where

the true cod are found, as they stated they were found up the deep inlets and not caught on the outside banks.

Monday, 18th October.—Sent one boat to lift trawl, giving orders if no cod fish on it to return to schooner. It had some "Tooshquas," rock and rat fish on, also a number of dog fish. In fact, the dog fish were so thick that the other fish had not a chance to be caught, and when on, were often eaten by the dog fish. I sent another boat about six miles off to set trawl and to fish with hand lines, with directions to remain there until the schooner took them up. Procured some samples of the true cod from the inlet, from 30 to 40 inches in length, and of good quality, very much similar to the fish sent to the Mediterranean. Weighed anchor about 1 p.m., and sailed out, picking up our boats about 5½ miles out. Found they had secured a number of "Tooshqua," rock and rat fish, and, as usual, lots of dog fish. Current running about three miles an hour; depth, 32 fathoms; bottom sand and gravel. Temperature, bottom, 48°; surface, 54°. Bearing down upon Hesquiat, with good fair wind.

Tuesday, 19th October.—Found schooner opposite Hesquiat, but wind had died out. Sent two boats to set trawls. Shortly after coming back, a slight breeze springing up, rowed into Hesquiat, and having had dinner, went on shore and met Rev. Father Brabant, and had some conversation with him relative to fishing, sealing, land, &c., &c. The Rev. Father said the Indians do not go much outside for fishing, as sealing is so remunerative, they make enough during the summer months to support themselves and families all winter. The land in this harbor is good for cultivation and is well timbered with spruce, fir, cedar and hemlock. The harbor is an excellent one.

Boats returned, having set trawls in 45 to 50 fathoms of water, four miles from shore. Temperature; surface, 55°, bottom, 52°; gravel. Captured some "Tooshquas" of a large size, also a number of rock fish. Each trawl had from 100 to 150 dog fish on them. Strong currents setting in from the west.

Wednesday, 20th October.—This day opened fine and calm, but about 10 a.m., a slight wind sprang up from the S.-E., which gradually shifted until it blew due east. This wind being directly in our teeth, we could make no headway, and went ashore about 10 o'clock p.m.

In a further interview with Father Brabant, I learnt that the Indians, some time ago, used to catch the "skil," or black cod, at a distance of about 15 miles from shore, but as these fish were so large and fat, they were almost unfit for food, and were seldom brought home except for the purpose of extracting the oil which they used for household purposes as they do the oil of the "Oolachan." The principal fish used here is the "Tooshqua" (a name given to it by the Hesquet Indians), and I have seen some which measured four and a half feet in length, while some red rock fish measured three feet.

Thursday, 21st October.—This day opened with easterly wind. Glass falling rapidly, with every appearance of a heavy storm. Captain thought it best to remain where we were, as the schooner would lose ground outside. Schooner "Kate" came in the harbor at 3 p.m. Captain said it was blowing very heavy outside.

Friday, 22nd October.—Wind blowing from the N.-W. At 7 a.m. weighed anchor and made sail for Victoria, with fair wind and heavy sea. Wind continued in same direction all day, but at 8 p.m., it veered round and gave us no chance to take soundings.

Saturday, 23rd October.—Wind light, but ahead. Schooner making no headway. Men putting things in shape to discharge cargo. Schooner opposite "Pellam Bay;" no chance of trying trawl to day.

Sunday, 24th October.—Wind still ahead, but light. Schooner made about 15 miles during the whole day. Temperature in straits, 50°. Opposite Race Rocks, wind died out. Left schooner here to row into Victoria, being anxious to get the vessel off charter. Schooner got into Victoria Harbor at daybreak, Monday morning, 25th October, 1886.

I have the honor to be, Sir, your obedient servant,

THOMAS MOWAT,
Inspector of Fisheries, British Columbia.

APPENDIX TO MR. THOMAS MOWAT'S REPORT, WITH REMARKS ON THE DEEP-SEA FISHERIES, FISHING GROUNDS, HARBORS, &c., OF THE COAST OF BRITISH COLUMBIA.

THE CULTUS COD OR "TOOSHQUA"—(*Ophiodon elongatus*).

This fish is invariably called codfish where the true cod is scarce; about Puget Sound it is some times called "ling," which fish it closely resembles. It has been given the name of *Cultus cod* by the early settlers on the coast; *Cultus* in Chinook jargon meaning "little worth," they deemed it inferior to the true cod. It is also styled "bastard cod," "buffalo cod" and "blue and green cod," from the color of its flesh and skin. These particulars arise from the different kinds of food which the fish feed upon, as well as the ground they frequent, the temperature of the water and the approach to spawning season, which is usually in summer. It ranges from the Pacific coast to Behring Sea; but in the North Pacific regions it reaches a larger size and is found in greater abundance. It attains a size of five feet, and a weight of from 60 to 70 pounds. The natives take them with wooden hooks used for "skil" fishing; the Victoria fishermen catch them with the common cod fish hook and trawl lines.

At certain seasons of the year the flesh of these fish is firm and good; much superior to the eastern ling, and I dare say on a par with the eastern cod fish. If dried in the same manner as cod, it would, I am sure, find ready markets.

These fish are very ravenous, and will readily take any bait; I found a rock fish in the stomach of one of them measuring twelve inches long and weighing about four pounds. They are plentiful in British Columbia waters, all along the Straits of Fuca, Georgia and Queen Charlotte Sounds, Hecate Straits and Dixon Entrance; they are also met with on the west coast of Vancouver and Queen Charlotte Islands, and on the outlying banks where the depth of water does not exceed 80 fathoms.

ROCK COD OR ROCK FISH.

Professor Jordan classes this fish in twenty-eight different species, all of which are considered good food fish. They have a very wide range, extending all over the Pacific coast. The species most frequently found on the British Columbia coast are the red, black banded, orange, black, yellow backed and black spotted; of these six varieties, the red and orange grow to the largest size and are an excellent food; they are found in abundance all along the west coasts of Vancouver and Queen Charlotte Islands, in the various harbors and inshore banks. They are caught with the *cultus cod* in 120 fathoms of water, but more often in 30 to 80 fathoms, with a temperature of from 48° to 52°.

Mr. A. W. Huson states that, the red and orange rock fish abound along the north-west coast of Vancouver. This gentleman had practical experience curing them for the Chinese trade in this Province. They are sold dry from four to twelve cents and a half per pound. The flesh is firm and well flavored. The fish would, I am sure, salt and cure as well as the cod; and if once introduced into the market, would eventually become a staple product of the country.

All of the above species of fish are oviparous; the eggs which are small and numerous, are hatched within the body, bringing forth the young alive. Little is known of the mode of copulation under which the young is exuded, but the time of breeding is probably in May or June.

RAT FISH (*Chimera collies*.)

Very little is known of these fish and they are seldom met with on the Atlantic coast, but they appear to be numerous on the Pacific, especially around the west coast of Vancouver, where I saw specimens measuring two feet and a half long and of a weight of about six pounds. Several were taken on trawl hooks when fishing for cod in depths of from thirty to fifty fathoms of water; temperature ranging from 48° to 52°. The liver is very large and renders a great quantity of oil in comparison to the size of the fish; much more in fact than what is obtained from any ordinary cod

fish liver. The oil is seldom extracted; only a few fish being caught by chance on dog fish trawls. This oil is highly prized by watchmakers as a lubricator, and cannot be excelled as a gun oil on account of its being a preventive against rust. With proper sized hooks, these fish could be caught in large numbers and a good business done on account of the oil.

The spawning season is in June and July.

DOG FISH (*Squalus acanthias*.)

These fish are distributed all over the Pacific coast, but abound from Oregon to Alaska. They are a source of great annoyance to fishermen on account of their cutting the fish lines; they also eat the fish on the hooks, leaving only the heads.

The depth of water in which they are usually met with varies from 18 to 35 fathoms.

They are caught and found in abundance in quiet inlets and on shallow banks, but are seldom met with in strong currents or at great depths. They appear to be most abundant in the harbors off the different straits.

Dog fish are principally caught for the oil extracted from their liver and flesh; the liver oil being superior to that of the body. It is considered a very fine lubricator, but its use is sometimes objected to on account of the strong sickly smell which arises when any of the machinery becomes hot.

The Skidegate Oil Company's factory on Queen Charlotte Islands, puts on an average of 20,000 gallons during the season, but they complain of being unable to find a ready market owing to the high duty which prevents them from shipping to the States. One of the firm stated they could put up almost twice as much if they had a market.

The Indians extract a good deal of oil from these fish in their primitive manner. This oil they sell to traders and for local consumption amongst mills and lumber camps, where it is used to grease skidways for hauling logs.

Dog fish can be purchased from one to three cents each, and any quantity can be had. They grow to a length of four feet and weigh from forty to fifty pounds. They are usually found in a temperature of from 55° to 60°, and bring forth their young alive.

THE HALIBUT (*Hippoglossus vulgaris*.)

This fish, which is widely known on nearly all parts of the Atlantic, is abundant also on the Pacific coast and increases in number as one proceeds towards the north. On the coast of British Columbia, they were found in all the straits and inlets, on the shallow banks and even in depths of 300 fathoms of water. While they are met with only in average numbers along the Straits of Georgia, they are more numerous in Queen Charlotte Sound, but occur in great abundance between Cape Flattery and Barclay Sound, near the entrance to Fuca Strait. It is from these grounds Victoria fishermen take them, and American fishermen supply the Puget Sound and San Francisco markets. They are also abundant off Clayoquot, Nootka, Kyuquot, and Quatsino Sounds. On the west coast of Vancouver Island, they are known to be most plentiful between Cape Scott and Shelter Bay and in the inlets of Queen Charlotte Islands.

While in Foster Harbor, Houston Stewart Channel, opposite the south-east end of Queen Charlotte Islands, we fished over the schooner's rail and caught four large halibut; the largest weighing 165 pounds. The Indians of Ninatints Village told us we could easily fill our schooner by merely fishing in Hecate Straits; but not being on a halibut expedition, we did not try.

The species of halibut, found here is good; the flesh rich and firm, and superior to the halibut I have seen in the New York market. The fish we caught was taken in 47° temperature at the bottom, and 51° on the surface; depth 18 to 20 fathoms.

The Hydah Indians use this fish exclusively for "akil" bait. They cut it in thin strips about one inch wide by six inches long; this is wound around the hook which, when properly baited, is half covered up and tied on with a piece of hemlock root.

The natives consider this bait as the best. It holds on well and is not so apt to be taken off by other fish or ground shark, when properly fastened on the hook.

The halibut is the chief article of diet for the coast Indians. They cut it in strips and dry it in their lodges or under a shed. It keeps well and has rather a nice flavor, when properly cured. A profitable trade with Japan, Australia and the United States could, I think, be easily worked up.

THE COD (*Gadus morrhua*.)

This fish is so well known on the Atlantic coast that it is unnecessary to refer to its haunts, habits, migration or season; but, it is so little known here and so seldom caught that, when mixed with a number of other fish, it is hardly recognized as the true cod except by practical fishermen.

The true cod does, however, exist on the coast of British Columbia, where it has been known to fishermen for years; but it is caught only in limited numbers around the different inlets and bays which run into the strait, where they make their appearance in search of food at certain seasons of the year. Still I am of the opinion they do not go there for spawning purposes, as the roe of the fish we caught was small and the fish plump, with every appearance of being well fed. Considering the large numbers of dog fish which frequent the shore banks it might be assumed that, the cod run into these inlets in order to escape being preyed upon. One reason which almost leads me to suppose they are shoal fish in search of food is that, they were plump and symmetrical, giving evidence of having plenty of food. They are marked with very distinct small black spots on a light back ground, and resembling what is often called the deep water cod on the Atlantic shore. Their food at that season of the year (October) must have been the "sardines" and lant or sand eels; these being the only food fish I noticed in these waters. The water in the inlets, where the cod was taken, was generally deep; too deep for dog fish to inhabit, as they are commonly found in shallow water.

The natives only fish for cod during the winter months; say, from October to March. During these months, the fish leave the shores of the Pacific and move up the head of the different inlets and bays, so as to escape the storms and rigors of the Pacific winter, which are not, however, equal to the rough winter weather experienced on the Atlantic coast.

We caught no fish on the outlying banks; from what cause, I am unable to say. It might, however, be advanced as a reason, the immense number of dog fish which frequent the shore banks where they gorge themselves with anything that comes within their reach, without ever being satisfied. Their non-appearance on the shore banks might also be occasioned by the scarcity of suitable food, a proper temperature of water, or the near approach of the spawning season, &c. It is said that, cod prefers a temperature ranging from 35° to 42° Fah.; this is lower than any results I have obtained, as the deeper I went the lower I found the temperature.

Our lowest temperature on the shore banks was 47° and 49° Fah. at the bottom and 50° to 53° on the surface. It is possible the fish had a better temperature a short distance from where our lines were set.

Captain Deveraux's letter, which is printed at page 260 of the British Columbia Inspector of Fisheries' Report for 1884, states that, he found the temperature on this coast to be from 44° to 80°, and in some cases noticed the changes to be very suddenly marked, as by a partition wall. This, I should say, is part evidence that the bulk of fish lay further off from shore, in places where they find a more equable temperature. The evidence, however, points to the fact that, cod exists in British Columbia waters, and that they are taken in the inlets and close to shore, although not in sufficient numbers to make a lucrative business of their being fished alone. They must, nevertheless, occur in large numbers somewhere in the neighborhood, and at no great distance. It must be borne in mind that, we have nearly 7,500 miles of seacoast in this Province, subject to all the influences of the Japan currents as the Atlantic is to the gulf stream. We are, moreover, in a more northerly latitude than that in which the abundance of cod is caught on the Atlantic coast, and we have as great a variety of small fish and mollusks, which are necessary for the food of large

fish. I contend, therefore, it will take nearly as many years to explore and survey the banks and develop the cod fisheries of British Columbia as it has taken to develop those of the Atlantic coast.

From information gained of the crews of sealing schooners, it is well known that, cod and silver hake can be caught in nearly every part of Behring Sea where seals are found in abundance. Vessels of a large tonnage sail from San Francisco yearly and repair to the Okotch Sea for cod fish, which are salted in the hold and brought to San Francisco, where they are dried and packed for market.

BLACK COD OR SKIL (*Anoplopoma fimbria*.)

This fish, I can safely say, is one of the best I have yet eaten on the Pacific coast, and is equal to any I ever tasted on the Atlantic. Like many other fish on this coast, it has different local names, such as horse mackerel, candle fish, Spanish mackerel, coal fish, beshowe, black cod and skil. As yet, they are little known as an edible fish, and are seldom fished for but by Indians, and then, for their own use.

The young school at certain seasons of the year in deep inlets and bays, searching for food, and resembling very much the tinker mackerel in appearance. They measure from eight to twelve inches in length, and take the bait, although they are not then deemed a delicacy.

The full grown fish are taken in deep water, in average tide rips, where, according to the Hydah Indians, they lay all the year round. They feed on small fish and crustaceans, appearing at all times to be ravenous. I have taken cookies from their stomach as large as an average size goose egg. They grow to a length of about 50 inches and weigh about 25 pounds, having very little offal. As already stated, they prefer deep waters ranging from 100 to 300 fathoms, where the tides run strong and the temperature is equable. They take hand line hooks readily and could also, I feel sure, be caught with trawls during calm weather and at certain periods of the year.

They range all the way from California to Behring Sea, but the quality is better in some localities than in others. At certain seasons of the year, they are caught in harbors off the straits of different growth and ages. Their chief habitat is in the deep waters off the coast of Queen Charlotte and Vancouver Islands, although they lay nearer the Queen Charlotte shore than that of Vancouver, which must be on account of the depth of water.

According to Mr. Swan, the large fish are caught in the Strait of Fuca, at a depth of 80 fathoms of water. His report to the United States Fish Commission, a copy of which is hereto appended, is so exhaustive and interesting, that I am sure it will be read with great benefit and interest by any person wishing to embark in this business.

REPORT ON THE BLACK COD OF THE NORTH PACIFIC.

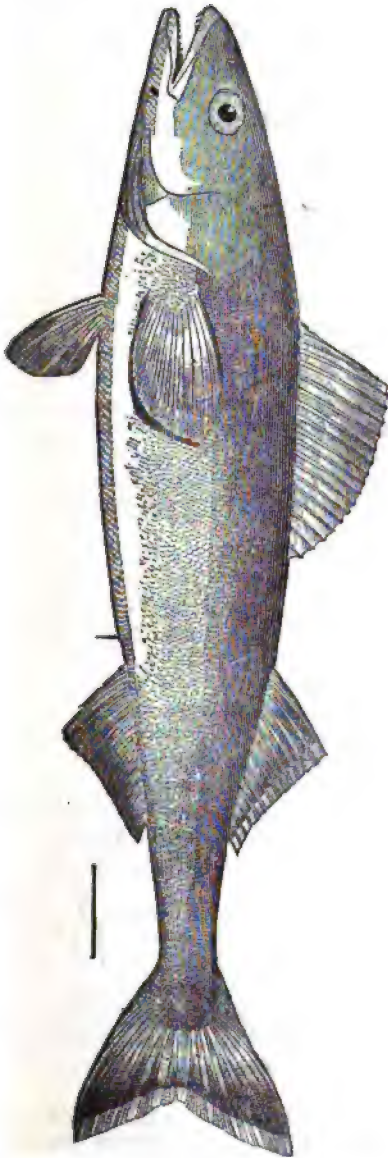
(BY JAMES G. SWAN.)

"The *Anoplopoma fimbria* is known in California as candle fish, Spanish mackerel, grease fish, &c. Among the Makah Indians of Cape Flattery, Wash., as beshowe, and by the white residents at the Cape as black cod. On Queen Charlotte's Islands, British Columbia, it is called coal fish by white settlers and by the Hydah Indians who reside on those islands it is called "skil." At Knight's Inlet, British Columbia, it is called "kwakewith." Each tribe or locality where it is taken has a local name for it, but it is generally known as black cod.

The scientific name *Anoplopoma fimbria* has been adopted by Gill, Jordan and Gilbert and most other writers, although a specimen taken off Mount St. Elias, Alaska, was named by Pallas as *Gadus fimbria*, thus showing that its resemblance to the cod was observed by that naturalist.

The term cod is applied by fishermen and fish dealers on the North Pacific coast to a variety of fish which are not related to the genus *Gadus*, and are not found in Atlantic waters.

In general appearance the black cod resembles a pollock, but when fully grown they have the rounded form of a true cod but are not so marked. In color they are a dark olive brown or sepia upon the back, with greyish sides and belly, the flesh is white and very fat, like mackerel, and they have been sold in the San Francisco market under the name of Spanish mackerel when of a small size. Professor Jordan says, "The young ones are taken off the wharves at Seattle but are not much thought off as a food fish." It attains its greatest perfection in very deep water where it attains a size of 40 inches and a weight of 15 pounds. Instances are not uncommon of black cod being taken measuring 50 inches and weighing 30 pounds, but the average is much less than this last. But it is the admitted rule that the deeper the water the larger the fish.



Although I have the credit of first introducing this fish in a marketable shape to the public, yet it has been known to the officers and employes of the Hudson Bay Company for many years, but was seldom seen on their tables. The enormous quantities of salmon, oolachan, herring, cod, halibut and other fish easily and plentifully taken made it unnecessary to incur the trouble of fishing in deep water for the black cod.

The first I saw of them was at Neah Bay (Wash.) at the entrance to Fuca Strait, in 1859. An old Indian caught a few when fishing for halibut. I procured one which I broiled and found it equal to a No. 1 mackerel.

As the black cod are best in water from 80 to 100 fathoms the Makahs do not care to fish for them, and when by accident they catch any they ask one dollar apiece and do not care to part with them even at that price. I have occasionally seen the beshowe every summer that I have been at Neah Bay since 1859, but I never have had an opportunity to get any quantity of them till September, 1863, while at Skidegate, Queen Charlotte Islands, which I visited under instructions from Professor Spencer F. Baird. I succeeded in procuring about 100 of these fish which are called by the Hydah Indians "skil."

The black cod are found in the deep waters of Fuca Straits between Port Angeles and Cape Flattery, a distance of some 60 miles, where they attain a large size and are highly esteemed as a food fish, but the same objection regarding Indians catching them in that locality exists, namely depth of water, difficulty of anchoring canoes, and calm weather; added to this may be stated that the Indians have such a variety and quantity of other kinds of fish in shoaler water easily taken, such as halibut, ophiodon or green cod, *Sebastichthys* of many varieties, salmon, kelp fish and herring, they seldom care to fish in deep water for black cod and when they do it is to obtain them as a luxury for their chiefs.

In 1853 a certain Capt. Edward Brothie fitted out a vessel to go in search of the oolachan and landed at a point in Knight's Inlet where the Indians were catching them in great abund-

ance. Arriving there, however, the Indians refused to sell, give or allow him to

catch any, but said that he could have as many of the "Kwakewlth" (the name they gave the black cod) as he wished, for they were plentiful and fat; so with their assistance he filled all his barrels and started for Victoria with a full cargo. This incident is mentioned in order to show how abundant the black cod was 33 years ago and they are fully as abundant now.

As the Hydah Indians of British Columbia seem to be the only ones who make a business of taking the black cod or "skil" I will confine myself to a description of the method adopted by them.

The fish lines used in the capture of the black cod are made of kelp in a manner similar to that of the Makah Indians of Cape Flattery and other tribes on the north-west coast. This giant kelp *Mereocystis* (Harvey), is of the order *laminariaceæ*, and is of much larger dimensions than the *fucaceæ*, the fronds being measured by fathoms not feet. Harvey says: The ordinary oarweed, tangle, devil's apron and sea-colander of the American shores which are familiar examples of these plants are frequently seen 10, 12 or even 20 feet in length, with immense fronds or aprons terminating their stems, but these are mediocre indeed compared with some of their co-ordinates in the Pacific. Some of these plants, it is said, when fully grown have a stem measuring 300 feet in length.

These grow where the water is rapid, and have to extend to a great length before their buoyancy will permit them to reach the surface. For about two-thirds of this length from the root up the stem is the size of a halibut line. It then expands, till at the extremity it assumes a pear-shaped, hollow head, capable of holding a quart, and from which extends a tuft of upwards of fifty leaves, lanceolate in form, each of which is from 40 to 50 feet long. This slender stem is of prodigious strength, and is prepared by the natives for use as follows:—The stems, being cut of a uniform length, generally 15 to 25 fathoms each, are placed in running fresh water till they become bleached and all the salt is extracted. They are then stretched and partially dried in the open air; then coiled up and hung in the smoke of the lodge for a short time. Then they are wet and stretched again, when they are knotted together. This process is continued at regular intervals till the kelp stems become tough and as strong as the best hemp line of the same size. After using this line it is always carefully coiled up, but as it gets brittle if allowed to dry too much it is invariably soaked in salt water before being used.

The hooks used by the Hydah Indians for catching the "skil" or "black cod" are of a peculiar shape, unlike any fish hook I have ever seen. They are made of the knots or butts of limbs of the hemlock, cut out from old decayed logs. These knots are split into splints of the required size; then roughly shaped with a knife; then steamed and bent into shape, which shape they retain when cold. This form is adopted, so the Indians inform me, because the bottom on the west coast is foul with stones and coral formations and incrustations; steel hooks get fast and lines are subject to being lost, but this style of hooks does not get fast.

When the hook is to be used the bait is tied on with a string, which is also used to bring the two ends of the hook together and keep them in position when not baited. After the bait is well secured a piece of stick is inserted to press the ends of the hook apart. When the fish bites the bait it knocks out the stick, which floats to the surface; the two ends of the hook, springing together, close on the fish's head and hold it fast.

It is usual to tie from 75 to 100 hooks to a line at a distance of about 2 feet apart, and the fish are so plentiful that not unfrequently every hook will have a fish.

The sticks, which float to the surface when knocked out of the hook by the fish, serve to indicate to the Indian the sort of luck he is having at the bottom.

But although the fish may be abundant, the Indian is not always sure of securing what he has caught. His greatest annoyance is the ground shark or nurse fish, as the sailors call them, which will often eat the bodies of the black cod, leaving only the heads attached to the hooks.

Another annoyance is from a small fish called by the Hydah Indians "Nee-kaio-kaiung," the *Blepsias cirrhosus* (Pallas); Gün, one of the family *Ottidae*, which

steals the bait and often gets hooked. As soon as the Indian discovers this pest he quits fishing and goes to another place.

As the depth of water varies in different places it is usual to have a lot of spare lines in the canoe, which can instantly be knotted together and form a line as long as required. Sometimes 200 fathoms will be used, as the line, when fully supplied with hooks, becomes a trawl.

The sinker.—A most ingenious contrivance is the sinker used by the Hydah Indians in deep water fishing. This is a stone from 10 to 20 pounds in weight. A small kelp line is wound round this stone and held by a bight tucked under the turns, and the end made fast to the end of the larger line, which large line is wound round this stone and a smaller stone, which serves to bind it fast as a sort of tripping stone. The large line is secured in a similar manner as the small one. The stone is then lowered to the bottom and the line payed out. As soon as the fisherman sees enough pegs floating to warrant his pulling in the line he gathers in the slack until he feels the weight of the stone, when he gives a sudden jerk, which pulls out the bight and loosens the tripping stone, which falls out and loosens the big stone, which in turn becomes detached from the line, which is then pulled in relieved of the weight of the sinker."

Since my return from the west coast I have had many enquiries concerning these fish, and have recommended them to many of my friends as a first class table fish, and all who have eaten them assure me that never before have they tasted any fish equal to them. There is at this date a small steamer preparing to go into this branch of the fishing industry, and will be ready to sail from this port as soon as the weather is practicable to fish upon the coast. The party who owns the steamer has been engaged in the fishing business in Nova Scotia and Newfoundland, and is a practical fisherman. He was also interested in the Skidegate Oil Company on this coast, and then saw samples of this fish with the Indians. He seems to have every confidence of making this venture a success.

I sent samples of this fish to Mr. E. G. Blackwood, of Fulton Market, New York, with a view of ascertaining, if possible, the price they would command per barrel in the American and other markets.

THE WHALE.

Of these mammals there occurs a great variety in the waters of British Columbia, the principal ones being the right or north-west whale (*Eubalæna cullamach*), the gray whale (*Rhachianectes glaucus*), the humpback whale (*Megaptera versabilis*), the furback whale (*Balænoptera velifera*) and the sulphur bottom whale (*Sibbaldius sulfureus*).

A schooner is now fitting out at Victoria for the whaling business, with all improved appliances imported from San Francisco for the capture of these cetaceans, and there is no reason to doubt but that a remunerative trade can be carried out by practical and experienced fishermen; the only wonder being that, this business was not before entered into.

During our trip, numerous schools of whales were noticed sporting around the vessel and large numbers seen off Kynuot Sound. They are often met with in the Straits of Fuca and Georgia and in the deep inlets, where they usually follow herring. The Indians on the west coast sometimes chase them in their canoes, and occasionally succeed in killing a few.

THE SHARK (*Squalus*).

The oil or tope shark, as well as other species, abound on the Pacific coast, but as yet are not made objects of pursuit, as dog fish supply all the oil required for the local markets.

OTHER FISH.

Herring (*Clupea mirabilis*) are found in abundance in the inlets of the coast but those caught in the neighborhood of Victoria and Burrard Inlet are considered

poor food, being rather small, bony and tasteless. They are seldom eaten fresh, and hardly ever salted; being mostly used for bait and for the manufacture of oil.

THE SMELT (*Osmerus thaleichthys*.)

This fish, which is of a fair size and good quality, is often found mixed with the different runs of herring, and is a delicious food fish, comparing favorably with the Atlantic smelt. They are also used as bait, and are principally caught in the seine and with hook and line.

THE OOLACHANS OR CANDLE FISH,

which are so well known and so highly prized on this coast as a food fish, make their appearance in April and May. They somewhat resemble in size and shape the capelin of the Atlantic, but are a great deal fatter and much superior eating. The body is covered with small silvery scales, which are easily removed on handling. They enter the principal rivers to spawn, seldom ascending above tidal water: They resort to the Nasse River in greater numbers than in any other stream on the coast, and the Skeena, Queen Charlotte, and several other Indian tribes of the interior, procure their supply of grease and oil therefrom.

THE WHITINGS

are caught in large numbers with seines, are of good size and delicate flavor, and find a ready sale in the local markets of this Province.

THE FLAT FISHES.

Flounders of different varieties abound in these waters. The flesh is firm and of fine flavor. Some of remarkably large size are taken. I examined an *atherestes* flounder on the market the other day which measured twenty-seven inches in length, twelve inches across the middle of the body, and three inches deep.

SOLES, SKATES AND PLAICE

are also found in British Columbia waters, and are usually taken with seines. Two varieties of soles are found of small size, but fair eating.

BAIT.

Bait of different varieties can be found at all seasons of the year on our coasts, but it requires a knowledge of the different localities and proper seasons. During the winter and spring months, herrings, smelts and oolachans are the principal bait. In summer and fall, sardines and lant are found schooling. These, as well as a variety of clams, mussels and abalones, can be had at every season of the year, and the natives claim them to be good bait. Halibut and optics are abundant the season through, and salmon can be had in plenty during the summer and fall.

ICE.

The ice taken on our experimental trip, and which was used for preserving bait, kept in fine condition. A small ice house had been made in the schooner's hold and the ice was well packed in sawdust. I would advise people going into the fishing business to make early preparations for stoning ice for their use, as it is both expensive and difficult to get it in sufficient quantity when required. There are places on the coast where ice can be got without great trouble, such as on the Skeena and Nasse Rivers, and at the head of Knight and Seymore Inlets. I am informed that, there are large icebergs there where ice can be cut and floated down without trouble. The greatest difficulty to contend with, is to get a sailing vessel so high up these long indraughts, as the mountains are high and rise abruptly from the waters edge.

FUR SEAL (*Callorhinus Ursinus*).

In order to give some idea of the quantity of food which the fish already mentioned in my report have to supply, it is necessary to touch on the fur seal for an example.

Mr. Henry W. Elliott, in his work on the life of the fur seal, estimates the number on the hauling grounds of St. George and St. Paul's Islands, in Behring Sea, at about 5,000,000, ranging in weight after the breeding season, from pups to bulls, at 400 to 600 pounds each, and females, from 100 to 150 pounds each.

These seals would, I should say, only be a part of the fur seals resorting to our shores and to Behring Sea, all of which feed on fish. Supposing Mr. Elliot's estimate to cover one half the fur seals which skirt our shores for the purpose of repairing to the rookeries and hauling grounds in Behring Sea, and putting their average weight at 75 pounds each, which is certainly not an exaggerated figure, and supposing we estimate the food daily consumed by each seal at five pounds; it would then take 25,000,000 pounds of live fish to supply one day's feed for our fur seals. And very much more too, for the habits of the fur seal have become so well known to hunters who regularly follow them from California to their breeding grounds that, it is commonly understood they will eat no dead or decayed fish, and that they seldom take more than a bite or two from any fish they eat. I am perfectly aware it is useless to even attempt approximating the number of fur seals on our coast or the quantity of pounds of fish they would likely consume every day; I have simply drawn attention to the fact in figures so as to induce practical men to think on the subject. The foregoing evidence of the daily consumption of fish by fur seals is, however, borne out by information procured from captains of sealing schooners, as well as from white men and Indians who carry on sealing on the coast, and who tell me they have found time and again fish floating on the surface, killed by seals, with simply one or two bites of flesh taken from the throat or the belly. They also state that, where a school of seals had been feeding, they picked a canoe load of dead fish floating on the surface, with simply one bite taken from them. These fish would chiefly be the rock fish, which will float like a cork after it is hauled a short distance from the bottom. Mr. Elliott says the seal, when on their hauling grounds, will often travel 100 to 200 miles seeking for food; remaining away for two or three days and sometimes a week at a time. Their power of locomotion is very great; they will follow a vessel running 14 knots and play leisurely around her bows.

Captain Donald McLean, one of our most successful sealing captains, and one of the first to enter into the business of tracking seals from California to Behring Sea, informs me he has known bands of seals to travel 100 to 200 miles a day, feeding and sleeping during a portion of this time. He says he found pieces of cod, salmon and hake in their stomachs, and that, when feeding, a seal comes to the surface with a fish in its mouth, and after raising its head and shoulders well above the water tosses the fish high up in the air with a sudden jerk of the head; this sudden jerk kills the fish, and after taking a bite or two, the seal proceeds on its voyage.

Captain Donald McLean and his brother are expert sealers as may be seen from their catch last season:—

Captain Donald McLean, schooner "Mary Ella".....	4,256 seals.
Captain Alexander McLean, schooner "Favorite".....	3,325 do
Steam schooner "Sayard".....	2,725 do

They say that, during the first years they were engaged in the business, they kept a diary of the dates and places where they found the greatest number of seals, marking the localities on their charts, and as near these dates as possible the following year they endeavored to be at these places, when they would find seals in abundance.

Judging by the color of the water and the feeding of the seals in those localities, they think that there must be banks. Their notion is that, seals run from bank to bank, skirting the edges whilst travelling north, as they are usually found in streaks from 30 to 60 miles from shore.

The above named gentlemen have promised me, if time will permit, when hunting this year, to take temperature and soundings, and to try for fish.

While travelling, seals resemble very much a school of porpoises at a distance, jumping at times, fifteen or twenty feet, plunging into the water, then coming to the surface to make another jump. They have been known, when travelling in this way, to jump into boats, and even to attack men if shot and wounded.

There were killed this year so far, from 40,000 to 50,000 fur seals, which have been taken by schooners from San Francisco and Victoria. The greatest number were killed in Behring Sea, and were nearly all cows or female seals. This enormous catch, with the increase which will take place when other vessels fitting up every year are ready, will, I am afraid, soon deplete our fur seal fishery, and it is a great pity such valuable industry could not in some way be protected.

This large number of fur seals, added to the immense quantities of hair seals, sea lions and sea otters, as well as other fish devouring animals which inhabit our coast, must necessarily suppose an inexhaustible supply of fish to keep up the food these animals require. The people of Newfoundland know the value of their hair seals, what they feed upon and where to find them. Does not the existence of immense numbers of seals on their coast point to the fact that there must necessarily be as large a quantity of fish to keep up the supply our seals demand as there is on the Atlantic to keep up the supply needed there?

HARBORS.

What harbors I visited on the west coast of Vancouver and Queen Charlotte Islands, compare favorably with those on the Atlantic seaboard. Captain William O'Leary states his views on the harbors of the Pacific, as compared with those of the Atlantic, in a report hereunto appended.

UCLUOLET HARBOR was the first entered. It is easy of access and will accommodate any vessel, being well sheltered against winds and storms. Owing to its close proximity to Barclay Sound, it is admirably suited for a fishing station, being close to the open ocean, with plenty of fresh water and an abundance of timber for building purposes. The thriving settlement of Alberni, with a large area of good farming land, lies at its back. Much of it is yet open to settlers. A good waggon road is being constructed, and when completed, together with the Island Railway in operation, will bring Alberni within easy access of Victoria.

CLAYOQUOT HARBOR was the next port entered into. It lays behind Vargas Island, near the entrance to Clayoquot Sound. Its shelter is not unlike Uclulet, but rather more difficult of access. However, owing to its location close to the open ocean, and with its immense sound studded with numerous islands, any one of which would afford good shelter from outside winds, it cannot be said to be anything but a favorable resort for a fishing fleet. I was informed by the natives that good land—some of which is prairie land—exists between the shore and the foot of the hills, giving evidence of a favorable location for a farming and fishing settlement.

GOLD HARBOR, on Queen Charlotte Islands, was the next port reached, which we entered by Moore's Channel. This fiord extends about eighteen miles from the coast, and is too far from the fishing grounds to be of any use as a fishing station.

The fiords of Inskip and Moore are deep, with precipitous hills, thickly wooded with scrubby spruce, and fir extending down to the water's edge.

There are several small islands in these channels close to the coast which, if cleared, would make fine fishing stations.

The Indians have ranches behind several small islands near the mouth of Inskip Channel, and from these they do their fishing during the summer season. Kuper Island divides Moore and Inskip Channels, each of which have an average of from 40 to 80 fathoms of water at a distance of from two to five miles from shore. Opposite this harbor is the great fishing station for the "skil." Were these shores carefully explored, I am satisfied there would be found places where good shelter for boats and schooners could be found. There is no farming land in the neighborhood of Moore.

or Inskip Channels, on the west coast; and I can safely say, from what I have seen, that there is none on Moresby Island. The growth of timber is small, but sufficiently good for staging, wharfing and making racks for drying fish.

ROSE AND FOSTER HARBORS.—These harbors are situated in the Houston Stewart Channel which divides Moresby and Prevost Islands, near the south-west end of Queen Charlotte group. I may say that their convenience of access from either side of the island, their nearness to the seaboard, the facilities for capturing bait, locating buildings, erecting stages, building boats, procuring suitable building materials, with fair patches of level land, suitable for small gardens, make this one of the best and most desirable locations for a fishing station, I have seen on the Queen Charlotte group. Foster harbor in particular, is especially well suited for small vessels, having good streams of fresh water close by and firewood in abundance.

KYUQUOT HARBOR, on Vancouver Island, was the next port entered. It lays behind a small island called Lookout Island, and is well sheltered against all winds and gales. It is situated close to the seaboard, with an immense fiord at its back, usually filled with bait of all kinds, making the harbor a favorable resort for a fishing station. I saw but little land available for farming purposes in the neighborhood of the harbor, but I presume there are some good patches up these immense inlets, which we had no chance of entering. There are innumerable harbors for small boats and schooners.

HESQUIAT HARBOR was next reached. It is of great magnitude, capable of accommodating a large fleet, but is not sufficiently near to the seaboard to be of any use to small boats fishing from shore; however, good shelter can be found for small boats near the ocean. The land is, comparatively speaking, level around this harbor, and it is said there is good farming land further up. There is a fine strip of good land extending from Hesquiat to Kyuquot Sound, but a good part of it is heavily timbered.

CONCLUSION.

On reviewing these remarks on the coast of British Columbia with its 7,500 miles of sea shore, studded with numerous islands, and lined with bays and fiords, some of which extend many miles inland, making numerous safe harbors for all sized crafts, the variety of fish and mammals which abound, the mildness of the seasons, the facilities for procuring wood and water; I cannot see but it must be a favorable place for a colony of fishermen. One thing is sure, no one need starve for want of food.

Were a colony of fishermen to emigrate here with the prospect of receiving some subsidy or bounty from the Government, for a couple of years, on the quantity of fish caught, I have no doubt whatever but that, under such a system, the fisheries would be developed much quicker than by any other mode.

As already stated, it was rather late in the season when we started on our exploration, and the time at our disposal was too limited to properly examine the extent of coast we had to go over in a sailing schooner at that late period of the year. Should you intend to make a further exploration next year, I would suggest offering a bonus to the first sealing schooner which finds and locates good fishing banks anywhere outside of fifteen miles from the coast. In order that no misunderstanding occurs, the schooner, on arrival in port, should give notice of having located a bank with its bearings and, if needs be, be prepared to convey a competent man there to test it. A schooner hired by the Department might spend a whole summer cruising around in the outside ocean without touching a bank, while these sealing schooners would be led on to them by the seals.

I have the honor to be, Sir,

Your obedient servant,

THOMAS MOWAT,
Inspector of Fisheries for British Columbia.

MR. YONDALL'S LETTER ON THE FISH AND FISHERIES OF BRITISH COLUMBIA.

NEW WESTMINSTER, B. C., 4th November, 1886.

THOS. MOWAT, Esq.,
Inspector of Fisheries for British Columbia.

SIR,—I have much pleasure in answering your request, asking my opinion on the fisheries of this Province.

Having had several years' experience in the Newfoundland and Labrador fisheries, I feel sure a report from me will be received with confidence by those who know me best. I also formed part of the expeditionary party sent out last September by the Canadian Government to test the fisheries on the west coast of Vancouver and Queen Charlotte Islands.

The first question which a colony of fishermen intending to settle in British Columbia would naturally ask would be the number and kinds of the various food fishes. They would also desire some information as to the markets where their cured fish could be sent. And then, the important question of bait, seines, lines, hooks, &c., the best methods of capture, harbors for shelter, land, wood, climate, &c., would have to be considered.

First, as to the supply; I have no hesitation in stating that the waters of this Province, particularly the west coasts of Vancouver and Queen Charlotte Islands, are actually teeming with valuable food fishes, as well as with others which are valuable for various purposes of commerce.

Halibut, I should say, is the most abundant species and can be taken everywhere, at all depths of water. Specimens weighing 164 pounds were caught by us in ten fathoms of water. There is a cannery at Clallum Bay, in the Strait of Fuca, for canning this fish, and they get all the fish they can put up.

The black cod, or skil, of the Hydus, is by far the finest and most valuable fish on the coast. It attains a weight of from 20 to 25 pounds, resembles pollock and is very fat. A quart of fine oil, having the appearance of melted butter, can be taken from an ordinary sized fish; say 18 pounds weight. The flesh has a fine flavor and is highly prized. Eleven of these fish were caught by one line in twenty minutes. I feel sure that, the black cod wherever introduced, would command a ready sale. It would be a paying business, as well as a valuable addition to the industries of this Province.

The specimens of the true cod which we caught were of very fair size and quality. The missionaries, Indians and captains of vessels engaged in the fur seal trade, all agree in saying that these fish are abundant in season.

It is unnecessary to refer to the salmon; this industry being so well known the world over. Nowhere else could such numbers be taken, at such a small cost, as in the waters of British Columbia.

Hake were found of very fair size, many of them weighing 17 pounds. These fish will cure well, being quite equal to the true cod.

Rose and rock cod can be taken in large numbers, and will find a ready sale in the local markets.

Herrings, although plentiful at certain seasons, are of poor quality and valuable only for bait.

Oolachans, a small fish resembling capelin, appear on the coast in immense numbers every spring. They are very fat and valuable as food supply and as bait.

Specimens of skates, plaice, flounders, &c., were taken, but I do not wish to offer an opinion about them other than, considered with the hair and fur seals, the sea otter, &c., all indicate the wealth of the North Pacific ocean.

The question of markets is a very important one; but the fact that, little or no demand for cured fish hitherto existed is no criterion at the present time, as is shown in the case of canned salmon until recently unknown. The completion of the Canadian Pacific Railway, with its numerous connections and branch lines, as well

as the network of railways through the United States, will open markets for all these products. The inhabitants of the South American Republics are undoubtedly a fish-consuming people, as well as Brazil and the West Indies, and the latter have been good customers to Newfoundland. Australia will also need some of our cod, halibut, &c., as well as of our salmon.

The method adopted by the Hyda Indians for cod fishing is very simple and unexpensive. Their lines are made of a kind of sea weed, which is abundant on the coast. Dried and knotted together, it makes a line superior to the English hemp; is more durable and not so apt to tangle in running out. Trawl fishing, as prosecuted on the Grand Banks, would be unsuitable, owing to the depth of water, the strong tides and the coral bottom. The objections to trawl fishing apply equally to seines and gill nets. Bait is easily procured all the year round. When the runs of herring and oolachans are over, there is the halibut, octopus, trout, clams and mussels.

There are many fine bays and sounds from Barclay to Cape Scott, all of them capable of accommodating a large fishing population, and containing excellent harbors and safe runs for all kinds of craft. Cedar, spruce and fir of unsurpassed quality and size, for all requirements of staging, wharf-building, boats, &c., are also common. Schooner-building spars can be found of all sizes, suitable for fishing crafts or merchantmen. These sounds are the home of great numbers of wild ducks, geese, deer and other kinds of game. There are fine stretches of land which could easily be cleared, and which would yield wonderful crops, as well as apples, pears and plums of a large size.

The climate is mild and humid, without any of these severe extremes which are met with in the east. The snowfall is very light. Fishing and all outdoor occupations can be carried on the whole year round. I found Indians in their frail canoes, during the month of October, fishing off the harbors and along the Vancouver coast.

I have given you a brief account of what came under my notice, and I hope soon to see many of the hardy fishermen on the eastern coast making comfortable homes for themselves in this Province.

I am, Sir,

Yours very truly,

H. YONDALL.

CAPTAIN WILLIAM O'LEARY'S LETTER ON THE HARBORS OF THE WEST COAST OF VANCOUVER AND QUEEN CHARLOTTE ISLANDS, BRITISH COLUMBIA.

VICTORIA, B. C., 7th November, 1886.

THOMAS MOWAT, Esq.,

Inspector of Fisheries for British Columbia.

DEAR SIR,—As requested, I will try and furnish you with the information asked for relative to the different harbors we entered during our late exploring expedition for cod fish on the west coast of Vancouver and Queen Charlotte Islands, and the comparison they bear with the harbors I have visited on the coasts of Nova Scotia and Newfoundland. I will also offer my opinion on the feasibility of navigating the coast during the whole season for fishing purposes.

On leaving Victoria, the first harbor we ran into was Ucluclet Harbor, named on the admiralty charts Ucluclet Arm. It is a good safe harbor, well sheltered from all winds and storms by a peninsula which runs parallel with the coast. This harbor extends in a N.W. by W. direction, to a distance of about five miles. Several small streams and creeks flow into it; the water of these creeks is excellent.

The next harbor touched at was Clayoquot Sound, and entering it by what is known as Templar Channel, we then sailed round the Vargas Islands; soundings varying from 7 to 20 fathoms. There are a great many channels through this sound; some of these are not easy of access, unless piloted with the greatest caution. This consideration would, of course, hardly affect usual sized fishing vessels. The average breadth of this channel is about half-a-mile; the shoalest part is at the north end where only $3\frac{1}{2}$ fathoms of water were found. Vargas Island proper, round which we sailed, is located on the west of what is known as Broken Channel and is about $4\frac{1}{2}$ miles square. After remaining in Clayoquot Sound about 24 hours, we set sail and did not touch at any other port until we reached Queen Charlotte Sound, when we ran through Moore's Channel, which is situated on the south side of Kenper Island. This channel is about 5 miles long, running in a E.N.E. and W.S.W. direction, and about half a mile wide. The shores, as you may have noticed, are wooded or timbered nearly to the water's edge with spruce. After sailing through this channel we entered Mitchell or Gold Harbor, which is about half a mile wide and surrounded by precipitous hills, densely wooded. At the head of this harbor is Thatis Cove, which has a fine sandy beach and a fresh water stream. This cove is completely land locked and is effected at times only by storms which sweep from and over the neighboring hills. Mitchell Harbor and Thatis Cove are too far away from the fishing grounds to be of any practical use as a regular fishing station.

After thoroughly exploring and sounding this harbor, we put about and ran into Houston Stewart Channel, where the anchorage for some distance was so bad, that we had to continue on our course until we found a nice little harbor, which I consider one of the best on the coast; no mention whatever being made of it on any of the Admiralty charts, it was named after the Honorable the Minister of Marine and Fisheries, "Foster Harbor." The water is deep and good, and it is of easy access; there is also an abundance of fresh water.

After thoroughly exploring this harbor we ran down between the Barrier Islands which is a group of several small islands extending over an area of five miles, running N.E. and S.W.; we then passed through Kyuquot Channel to Kyuquot Sound, which I also consider a good harbor for small vessels. The soundings outside vary from 25 to 45 fathoms, but within the sound, the depth increases very much, reaching up to 100 fathoms.

Hesquiat Harbor is next reached and is very fine for vessels of from 10 to 100 tons. Anchorage is first class; this harbor is protected by a natural barrier or ledge running almost across it, but at all times and tides at least four fathoms of water are found over this barrier. This is, as can well be imagined, a great protection against heavy seas and in fact forms a natural breakwater. This was the last harbor we ran

into on our return trip, and after leaving it, we shaped our course direct for Victoria.

There are several other inlets, bays and harbors which I would have liked you to examine as I fancy that good fishing grounds exist in their immediate neighborhood. Should the Government decide upon sending out another exploring expedition for the same purpose another year, I hope they will endeavor to make it convenient to start earlier in the season and remain longer.

The foregoing explanations of the several harbors we visited will, I hope, be of some little use to you. From my observations in Newfoundland and Nova Scotia, I firmly believe that good results would arise from fishing for black cod and other fish on this coast, and that after a person has had a fair start, money could be made quicker than in other portions of the Dominion.

I remain, Dear Sir,

Yours very truly,

WILLIAM O'LEARY,

Capt. Schr. "Pathfinder."

RETURN showing the Kinds and Quantities of Fish

NAME OF STATION.	NAME OF OWNER.	Salmon, cured, barrels.	Salmon, fresh, lbs.	Salmon, in cans, cases of 48 lbs.	Salmon, smoked, lbs.	Sturgeon, lbs.	Haddock, lbs.	Halibut, fresh, lbs.	Herring, fresh, lbs.
<i>Fraser River.</i>									
Sapperton	Laidlaw & Co. ....	.....	28000	7894	.....	6000	.....	.....	.....
Coquittan (opposite) ..	Bon Accord Fishing Co. ....	.....	21000	6500	.....	1500	.....	.....	.....
Lion Island	Ewin & Co. ....	.....	2100	15000	.....	8000	.....	.....	.....
Ladner's Landing....	E. A. Wadham .....	.....	35000	14600	.....	3200	.....	.....	.....
do	Delta Canning Co.	8	35000	7506	.....	8000	.....	.....	.....
Canoë Pass.	Wellington Packing Co. ....	.....	35000	11253	.....	8700	.....	.....	.....
do	British America do .....	.....	21000	6000	.....	1500	.....	.....	.....
Annaville.....	Brit. Columbia do .....	.....	21000	5000	.....	1500	.....	.....	.....
North Arm	Richmond Canning Co.	5	21000	10127	.....	1500	.....	.....	.....
Dease's Island	Fraser River Fishery .....	.....	21000	5300	.....	1000	.....	.....	.....
Lula Island.....	Phoenix Cannery.....	.....	28000	10000	.....	3000	.....	.....	.....
Skeena River	Inverness Canning Co.	513	35000	10587	.....	.....	.....	.....	.....
do	Skeena River Packing Co.	200	42000	15000	.....	.....	.....	.....	.....
do	Brit. America Canning Co. ....	.....	38500	12000	.....	.....	.....	.....	.....
do	Metlakahla Cannery.....	.....	21000	8300	.....	.....	.....	.....	.....
Rivers' Inlet.....	Rivers' Inlet Canning Co. ....	.....	49000	15000	.....	.....	.....	.....	.....
Alert Bay	Thos. Earle.....	.....	28000	1200	.....	.....	.....	.....	.....
Smith's Inlet	Laidlaw & Co.	100	3500	.....	.....	.....	.....	.....	.....
Victoria.....	George Vierman.....	.....	42000	.....	1000	10000	25000	25000	10000
New Westminster....	W. H. Vierman & Co.	100	100000	.....	200	20000	.....	1000	2000
do	E. Hesker.....	.....	.....	.....	14000	.....	.....	.....	.....
do	Fred. Kaye.....	300	.....	.....	.....	1500	.....	.....	.....
Port Haney.....	T. F. Sinclair.....	.....	40000	.....	.....	.....	.....	.....	.....
Gardner's Channel....	Harrison & McAllister.....	72	3500	6	.....	.....	.....	.....	.....
Nimkish River	H. Helgeson	858	10500	.....	.....	.....	.....	.....	.....
Port Hammond.....	A. T. Tenas	10	1000	.....	.....	.....	.....	.....	.....
Stave River.....	Gibson & Jones.....	25	.....	.....	.....	1000	.....	.....	.....
Langley	Moses Graff.....	15	350	.....	.....	500	.....	.....	.....
Queen Charlotte Isl's	Skidegate Oil Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
Bought by merchants, loggers and mill owners	from Indians and others.....	.....	.....	.....	.....	.....	.....	.....	.....
Residents along Fraser River and tributaries,	including New Westminster, for home con-	.....	.....	.....	.....	.....	.....	.....	.....
sumption (estimate).....	.....	650	70000	.....	3500	18000	.....	.....	.....
Residents at Vancouver and Port Moody and	neighborhood of Burrard Inlet, for home	.....	.....	.....	.....	.....	.....	.....	.....
consumption .....	.....	50	20000	.....	1000	10000	5000	15000	4000
Residents at Victoria, Nanaimo and on the coast	of Vancouver Island, for home consumption	.....	.....	.....	.....	.....	.....	.....	.....
(estimate) .....	.....	.....	50000	.....	3000	10000	25000	40000	22000
Coast of British Columbia (for seal fisheries).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3004	825400	161270	22700	114900	55000	81000	39000

ADD—Estimated value of fish in markets, not including New Westminster ... \$125,000

Salmon and other fish estimated consumed by Chinese and others on

Canadian Pacific Railway, Island Railway and other places 70,000

\$195,000

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RETURN showing the Number and Value of Vessels, Boats,

NAME OF PLACE.	NAME OF FITTER OUT.	VESSELS.			
		No.	Tons.	Value.	No. of Sailors.
<i>Fraser River.</i>				\$	
Lion Island.....	Ewing & Co.....	2	70	12000	12
Ooquittan (opposite).....	Bon Accord Fishing Co.....				
Sapperton.....	Laidlaw & Co.....				
Ladner's Landing.....	E. A. Wadham.....				
do.....	Delta Canning Co.....	1	15	2000	3
Canoe Pass.....	Wellington Packing Co.....	1	3	2000	2
do.....	British America Packing Co.....				
Annaville.....	British Columbia Packing Co.....				
Lulu Island.....	Phoenix Cannery.....				
North Arm.....	Richmond Cannery.....				
Dease's Island.....	Fraser River Fishery.....	1	15	3000	3
Skeena River.....	Skeena River Packing Co.....				
do.....	Inverness Canning Co.....	1	10	12000	3
do.....	British America Canning Co.....				
do.....	Metlakatla Cannery.....	1	5	1000	2
do.....	Windsor Canning Co.....				
do.....	Balmoral Canning Co.....				
Nasase River.....	Nasase River Fishery.....	1	8	1500	2
do.....	Oolachan Fishery.....				
Fraser River.....	British Union Packing Co.....				
Alert Bay.....	Thos. Earle.....				
Rivers' Inlet.....	Rivers' Inlet Canning Co.....				
do.....	Victoria Packing Co.....				
do.....	Warnack Packing Co.....				
Alert Bay.....	E. Helgeson & Co.....				
Smith's Inlet.....	Laidlaw & Co.....				
Queen Charlotte Islands.....	Skidegate Oil Co.....	1	37	4500	4
do.....	do.....				
Number of licensed boats used for fishing for canneries, markets and elsewhere.....					
Gardner's Channel.....	Harrison & McAllister.....				
Fraser River.....	M. Bossamich.....				
do.....	E. Hoaker.....				
Port Haney.....	T. F. Sinclair.....				
Port Hammond.....	A. T. Texas.....				
Stane River.....	Gibson & Jones.....				
Langley.....	Moses Graff.....				
Seal Island.....	H. Joudall.....				
Langley.....	Gilbert McKay.....				
Coast of British Columbia (fur seal fisheries).....		* 16	1210	48000	
do.....	do.....	4	225	28000	79
do.....	(estimate).....	† 15	175	9500	50
do.....	(engaged in dog-fish fishing).....	† 8	27	2500	7
Total Steamers.....		18	1800	126000	167
Schooners.....		16			
Sloops.....		18			

* Schooners. † Sloops.

Nets, &c, in the Province of British Columbia, for the Year 1886.

FISHING BOATS		FLAT BOATS.		NETS AND SEINES.														REMARKS.
No.	Value.	No.	Value.	No. of Fishermen.	No. of Shoremen.	Salmon Nets.			Herring Seines.		Herring Nets.		Fish Seines.		Oolachan Nets.			
						No.	Fathoms	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.		
	\$		\$					\$		\$		\$		\$		\$		
40	1800	5	750	500	200	100	15000	10000	...	...	...	...	...	...	...	...
30	1200	4	500	125	125	50	7500	5000	...	...	...	...	...	...	...	...
30	1200	4	400	125	150	30	7500	3000	...	...	...	...	...	...	...	...
32	1200	4	390	128	150	40	6000	5000	...	...	...	...	...	...	...	...
36	1440	6	600	150	210	38	10000	3800	...	...	...	...	...	...	...	...
40	1800	3	300	160	150	42	8500	4200	...	...	...	...	...	...	...	...
40	1000	2	100	160	150	40	6000	4000	...	...	...	...	...	...	...	...
40	1800	1	50	160	150	40	6000	4000	...	...	...	...	1	300	...	...
30	1200	1	75	160	120	35	5250	1400	...	...	...	...	...	...	...	...
30	1200	1	160	125	125	30	3900	3000	...	...	...	...	...	...	...	...
18	600	2	150	75	60	30	3600	3000	...	...	...	...	...	...	...	...
36	1080	1	50	78	100	40	10100	7500	...	...	...	...	2	1500	...	...
40	1800	2	800	80	50	35	5400	5400	...	...	...	...	...	...	...	...
4	125	1	20	14	60	3	300	500	...	...	...	...	...	...	...	...
25	1000	...	...	50	75	25	7500	6000	...	...	...	...	...	...	...	...
28	840	...	...	...	...	22	3300	2250	...	...	...	...	...	...	...	...
10	400	...	...	...	...	15	2000	1800	...	...	...	...	...	...	...	...	Not in operat'n.
28	840	...	...	...	...	60	9000	9000	...	...	...	...	...	...	...	...	do
4	260	...	...	...	...	36	2700	3000	...	...	...	...	...	...	...	...	do
10	400	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	do
6	240	1	100	10	50	4	600	200	...	...	...	...	3	275	...	...
27	700	1	150	125	125	40	4000	2000	...	...	...	...	...	...	4	200	
10	400	1	200	...	...	10	1500	1500	...	...	...	...	...	...	...	...	do
10	400	1	200	...	...	10	1500	1500	...	...	...	...	...	...	...	...	do
6	180	1	50	30	25	7	1000	700	...	...	...	...	...	...	...	...
5	200	...	...	20	5	5	750	800	...	...	...	...	...	...	...	...
6	300	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
150	1000	2	200	50	20	...	...	...	2	600	...	...	...	...	...	...
119	4760	10	1500	400	...	225	31500	31500	...	...	...	...	4	1500	...	...
8	320	1	100	32	8	12	3600	1300	...	...	...	...	1	500	...	...
5	250	...	...	20	...	7	1260	840	...	...	...	...	2	800	...	...
1	40	1	60	4	2	3	300	200	...	...	...	...	...	...	...	...
3	120	1	60	6	3	4	600	400	...	...	...	...	...	...	...	...
2	80	...	...	3	...	3	600	300	...	...	...	...	...	...	...	...
2	80	...	...	4	...	3	600	300	...	...	...	...	...	...	...	...
2	80	...	...	4	...	2	300	200	...	...	...	...	...	...	...	...
1	70	...	...	3	...	2	300	200	...	...	...	...	...	...	...	...
1	40	...	...	2	...	1	150	100	...	...	...	...	...	...	...	...
29	2900	...	...	89	...	...	...	...	...	...	...	...	...	...	...	...
146	2920	...	...	191	...	...	...	...	...	...	...	...	...	...	...	...
175	16000	5	500	375	20	...	...	...	...	...	30	3600	50	8000	10	1500	
25	1000	2	300	50	12	...	...	...	...	...	6	900	2	580	...	...
994	52465	64	7615	3808	2145	1068	166110	123690	2	600	36	4500	65	13375	14	1700		
196																		

† Canoes. † Native hunters.

RECAPITULATION.

YIELD and Value of the different Fisheries in the Province of British Columbia,
for the Year 1886.

Kinds of Fish.	Quantity.	Price.	Value.
		\$ cts.	\$ cts.
Salmon, kippered	Brls. 50	12 00	600 00
do salted	" 3,008	8 50	25,551 00
do fresh	Lbs. 825,600	0 07	57,792 00
do canned, 4 doz. 1 lb. cans	Cases. 161,270	5 20	838,604 00
do smoked	Lbs. 22,700	0 15	3,405 00
Sturgeon, fresh	" 114,900	0 05	5,745 00
Maddock do (Whiting)	" 55,000	0 05	2,750 00
Halibut do	" 81,000	0 10	8,100 00
Herring do	" 38,000	0 03	1,140 00
do smoked	" 4,500	0 20	900 00
Smelts, fresh	" 19,000	0 04	760 00
Assorted fish	" 173,800	0 05	8,690 00
Trout	" 30,750	0 10	3,075 00
Oolachans	" 44,000	0 06	2,640 00
do smoked	" 1,900	0 20	380 00
do salted	Brls. 80	10 00	800 00
Oil, Oolachan	Galls. 200	1 00	200 00
do dog fish, refined	" 20,000	0 50	10,000 00
do seal and porpoise	" 25,000	0 40	10,000 00
do herring	" 740	0 40	296 00
Oysters, native	Brls. 300	7 00	2,100 00
Crabs and Prawns			2,500 00
Clams and other shell fish			3,000 00
Sardines			500 00
Fur seal skins	No. 38,907	10 00	389,070 00
Hair do	" 3,000	0 75	2,250 00
Sea Otter skins	" 25	60 00	1,500 00
Fish sold in markets not including New Westminster			125,000 00
Estimated consumption by Chinese on O. P. R. and Island Railway and other places			70,000 00
Total			1,577,348 00
Estimated consumption by Indians—			
Salmon	\$2,732,500 00		
Halibut	190,000 00		
Sturgeon and other fish	260,000 00		
Fish oils	75,000 00		
			3,257,500 00
Grand Total, approximate yield, 1886			4,834,848 00

Comparative Statement in the Yield of 1885 and 1886, exclusive of Indian Consumption:—

Total, 1886 \$1,577,348 00
do 1885 1,078,038 00

Increase, 1886 \$ 499,310 00

NUMBER and Value of Vessels, Nets, etc., employed in the different Fisheries of the Province of British Columbia, during the Year 1886.

No.	Vessels, Nets, Etc.	—		Value.	
		\$ cts.		\$ cts.	
13	Steamers and steam auxiliaries, from 3 to 60 tons.....				
16	Schooners, from 40 to 80 tons			126,000 00	
18	Sloops 1 to 12 do				
904	Fishing boats.....			52,465 00	
196	do canoes, cedar.....			7,615 00	
64	Flat boats and scows			123,695 00	
1,066	Salmon nets, 332,220 yds			800 00	
2	Herring seines			4,500 00	
36	do nets			13,375 00	
65	Fish seines			1,700 00	
14	Oolachan nets				
				329,945 00	
25	Canneries, estimated value.....	449,500 00			
1	Oil factory, Queen Charlotte Islands	10,000 00			
1	do and cannery, floating	60,000 00			
	Various salting stations.....	20,000 00			
	Ice houses and buildings for the shipment of salmon in ice..	3,000 00		542,500 00	
Total				872,445 00	

Sailors	167
Fishermen	3,608
Native hunters	291
Shoremen	2,145
Total.....	6,211

THOMAS MOWAT,
Inspector of Fisheries for British Columbia.

APPENDIX

ONTA

RETURN of the Number and Value of Vessels, Boats and Fishing Materials, &c., with

STATIONS.	VESSELS AND BOATS EMPLOYED.					
	Tugs.				Boats.	
	No.	Tonnage.	Value.	Men.	No.	Value.
			\$			
<i>Lake Superior Division.</i>						
Pigeon River.....	1	2	300	2	4	220
Thunder Bay.....	1		200	3	12	1095
Welcome Islands.....					4	440
Point Porphyry.....					5	605
Black Bay.....					2	175
Roche Debout.....					8	695
St. Ignace.....					2	300
Nepigon Bay.....					3	250
Salter's Island.....					2	160
Copper Island.....					4	175
Nepigon and other Indians.....					36	880
Port Arthur.....						
Black Bay.....	1		500	3	1	75
Michipicoton Bay and Island.....	1	12	1000	3	8	900
Batchewana Bay.....					8	1500
Lizard Island.....	2	75	5000	7	10	2000
Mamainse.....					3	600
Ste. Marie Rapids.....					8	200
Totals.....	6	89	8800	18	120	10270
<i>Manitoulin Islands.</i>						
Grand Sable.....					24	16000
Grand Batture.....	3	75	10000	9	40	5000
Algoma Mills.....					3	220
Serpent Point.....					3	220
Squaw Island.....	2	18	4000	6	36	7200
Oockburn Island.....	1	33	3500	3	3	400
Kagawong Island.....	1	15	2000	5		
Duck Islands.....	3	70	10000	15	40	5000
Cape Robert.....					5	600
Green Island.....					1	200
Totals.....	10	211	29500	41	155	34840

No. 8.

RIO.

the Kinds, Quantities and Value of Fish in the Province of Ontario, for the Year 1886.

FISHING MATERIALS.				KINDS OF FISH.							Fish used for Home Consumption, lbs.	VALUE.
Gill Nets.		Pound Nets.										
Fathom.	Value.	No.	Value.	Whitefish, brls.	Whitefish, lbs.	Trout, lbs.	Trout, brls.	Sturgeon, lbs.	Bas, lbs.	Pickarel, lbs.		\$ cts.
900	450	.....	.....	10	12500	13000	150	.....	.....	.....	200	3,646 00
3750	1875	.....	.....	.....	117700	72380	8	.....	.....	.....	1080	15,317 99
1850	825	.....	.....	.....	31500	24000	.....	.....	.....	.....	500	4,455 00
1600	800	.....	.....	.....	58900	28500	.....	.....	.....	.....	475	7,006 25
1900	950	.....	.....	.....	18000	15000	.....	.....	.....	.....	450	2,853 50
2590	1295	.....	.....	.....	68700	70000	.....	.....	.....	.....	900	10,983 00
1500	750	.....	.....	200	.....	.....	250	.....	.....	.....	350	4,510 50
1300	650	.....	.....	15	6000	18000	140	.....	.....	.....	300	3,479 00
800	400	.....	.....	75	.....	.....	175	.....	.....	.....	400	2,512 00
600	300	2	750	78	.....	.....	115	.....	.....	90000	500	7,925 00
2250	1125	.....	.....	.....	10500	20000	60	.....	.....	.....	42500	4,315 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	†30000	900 00
3000	1120	1	400	.....	8000	20000	.....	.....	.....	80000	.....	4,040 00
3120	2223	2	750	600	57000	61000	350	.....	.....	.....	.....	18,940 00
15200	5200	2	800	22	65500	37700	.....	41480	.....	32988	.....	12,529 23
3500	2727	2	600	80	152000	154000	118	.....	.....	.....	.....	26,260 00
8200	4100	.....	.....	25	24260	35374	.....	.....	.....	.....	.....	5,020 72
.....	.....	.....	.....	.....	2000	.....	.....	.....	.....	.....	.....	160 00
41860	24790	9	3300	1083	630560	568954	1368	41480	.....	152988	77625	134,033 15
6060	2600	2	600	900	.....	.....	425	.....	.....	.....	.....	13,250 00
18500	6000	11	4000	.....	40000	120000	.....	100000	.....	90000	.....	23,200 00
.....	.....	.....	.....	.....	.....	.....	.....	90000	.....	.....	.....	4,500 00
.....	.....	2	800	.....	25000	95000	.....	85000	.....	25000	.....	15,359 00
234000	15600	.....	.....	.....	268100	278500	.....	40770	.....	58225	.....	49,100 00
25125	3000	3	2000	15	44100	120500	5	10000	.....	43282	2000	16,524 92
.....	.....	3	900	.....	30878	15440	.....	2805	1317	70240	268	8,197 15
54000	15000	11	6000	.....	200000	700000	.....	60000	.....	50000	.....	78,000 00
1440	400	4	1600	.....	70000	20000	.....	60000	.....	4900	.....	10,440 00
.....	.....	4	1800	.....	8000	10000	.....	2000	.....	.....	.....	1,540 00
342125	42600	40	17500	915	684078	1359440	430	451575	1317	340747	2268	220,102 07

† Fresh fish not included above.

RETURN of the Number and Value of Vessels, Boats

STATIONS.	VESSELS AND BOATS EMPLOYED.						FISHING MATERIALS.					
	Vessels and Tugs.				Boats.		Gill Nets.		Seines.		Pound Nets.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	Fathoms.	Value.	No.	Value.
<i>Georgian Bay Division.</i>												
From Collins Inlet to Parry Sound	*2	10	550	11	22	3800	48	85300	7166	.....	.....	.....
Parry Sound to Victoria Harbor	*2	20	3500	5	10	1725	41	54950	4625	500	200	.....
Victoria Harbor to Allenwood	1	40	700	3	30	1450	62	21300	1876	.....	.....	.....
Nottawasaga River and vicinity .....	.....	.....	.....	.....	1	150	3	.....	150	180	.....	.....
Meaford	*2	52	4800	7	1	150	2	3000	3000	.....	.....	.....
Owen Sound .....	.....	.....	.....	.....	3	215	6	720	550	.....	.....	.....
Colpoys Bay to Cape Hard	*2	.....	6000	7	17	3825	46	143750	10050	.....	.....	.....
Totals	9	122	14550	33	84	11315	208	309020	27267	650	380	.....
<i>Lake Huron Division.</i>												
Saugeen River .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bark and other Islands .....	.....	.....	.....	.....	.....	.....	.....	.....	420	350	.....	.....
Sable Beach .....	.....	.....	.....	.....	.....	.....	20	.....	1200	1020	.....	.....
Southampton .....	.....	.....	.....	.....	10	2200	30	.....	.....	.....	.....	.....
Kincardine .....	.....	.....	.....	.....	7	1500	18	.....	.....	.....	.....	.....
Goderich .....	.....	.....	.....	.....	3	600	9	12980	2250	.....	.....	.....
Bayfield .....	.....	.....	.....	.....	3	550	9	13640	200	.....	.....	.....
Bosanquet .....	.....	.....	.....	.....	7	270	28	.....	1238	1150	.....	.....
Plympton .....	.....	.....	.....	.....	9	1400	25	.....	.....	.....	9	3000
Lakeview .....	.....	.....	.....	.....	.....	.....	130	7700	1580	.....	.....	.....
Lake Shore .....	.....	.....	.....	.....	14	335	37	.....	1540	1125	.....	.....
Point Edward (including old Military Reserve) .....	.....	.....	.....	.....	7	300	31	.....	218	660	.....	.....
Totals .....	.....	.....	.....	.....	60	7155	337	34320	6030	4614	4305	93000

* Tugs.

and Fishing Materials, &c.—Ontario—Continued.

KINDS OF FISH.															Fish used for Home Consumption, lbs.	VALUE.	
No.	Hoop Nets.	Value.	Whitefish, brls.	Whitefish, lbs.	Trout, lbs.	Trout, brls.	Herring, brls	Herring, fresh, lbs.	Sturgeon, lbs.	Bas, lbs.	Pickarel, lbs.	Pike, lbs.	Coarse Fish, lbs.	\$		cts.	
...	104	302060	105600	34	...	...	...	...	...	...	...	...	33,992	80	
19	375	234	282000	74501	130	350	...	...	...	400	27000	10000	12000	...	26,414	00
...	80	20000	11266	92	37	...	...	...	...	...	...	...	4,406	28	
...	40	30000	10000	90	40	...	2000	...	500	...	1000	...	11,260	00	
...	24	110000	580000	120	...	...	...	...	2500	...	40000	...	57,990	00	
...	9	14000	22000	16	45	...	...	...	500	...	80000	...	5,785	00	
...	100511	622000	...	...	...	...	...	...	...	...	...	57,800	88	
19	375	491	858571	1505366	482	472	...	...	2000	400	30500	10000	13000	120000	207,648	96
...	100000	...	...	...	...	...	...	...	...	...	...	8,000	00	
...	150	...	...	...	...	...	...	...	750	00	
...	325	...	...	...	...	...	...	...	1,625	00	
...	166000	36000	...	...	...	...	...	...	...	...	...	16,160	00	
...	113000	23000	...	...	...	...	...	...	...	...	...	10,880	00	
...	90000	50000	...	...	...	...	...	...	...	...	...	11,980	00	
...	96000	54600	...	...	...	...	...	...	...	...	...	26000	00	
...	92000	...	...	...	...	...	...	...	...	...	...	70000	00	
...	1490	...	...	...	...	...	...	...	...	...	186800	00	
...	6060	...	...	...	...	...	...	...	...	...	43000	00	
...	200	...	...	...	...	...	...	...	...	...	84000	00	
...	425	17000	52800	...	31900	...	...	...	7,545	00	
...	1032	123000	26000	...	45000	...	...	...	15,550	00	
...	557000	270690	...	1932	320200	378200	42600	119500	...	...	409800	132,815	20	

RETURN of the Number and Value of Vessels, Boats

STATIONS.	VESSELS AND BOATS EMPLOYED.						FISHING MATERIALS.					
	Vessels and Tugs				Boats.		Gill Nets.		Seines.		Pound Nets.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	Fathoms.	Value.	No.	Value.
<i>River and Lake St. Clair Division, (including Thames River.)</i>		\$				\$		\$		\$		\$
Sarnia Bay	1			20	6				40	50		
Indian Reserve	7			114	25				280	370		
Moore	5			80	25				195	250		
Sombra	4			78	14				127	150		
Mitchell's Bay	19			225	20				2100	505		
Sydenham River	2			22	4				45	80		
Thames River	20			300	148				758	718		
Stony Point	10			355	40				1900	2000		
Totals	59			1094	282				5425	4123		
<i>Detroit River Division.</i>												
Detroit River	*1	1500	4	25	1385	137			3100	3075	7	2300
<i>Lake Erie Division.</i>												
Point Pelée (Mainland)	38			3320	47						34	6625
do (Island)	6			700	14						11	3200
Romney to Oxford	23			950	37	600	120	310	150		20	5000
Port Glasgow	1			120	4						3	450
Eagle	3			250	7						6	2400
Tyrconel	6			265	6						4	1950
Port Stanley	2	48	4500	18	10	1555	10				10	4000
Port Bruce	2	11	2300	9	8	900	3				8	3500
Port Burwell	3	18	6000	22	14	7740	12	3500	380		12	4000
Walsingham	4			310	10				100	150	4	1300
Long Point	5			90	15	530	238					
Turkey Point, inner and outer bays	8			245	25	1800	216	900	900			
Normandale to Port Dover	1	10	1200	4	7	850	11	4650	558	150	3	750
Nanticoke to Rainham	3			390	10						9	4600
Cayuga to Moulton Bay, including Grand River	*3	14	555	6	8	266	24	840	200	131	370	
Moulton to Fort Erie				19	715	43	4918	628	282	560	2	700
Totals	11	101	14555	59	163	18668	278	16838	2338	1863	126	38175

* Tugs.

and Fishing Materials, &c.—Ontario—Continued.

		KINDS OF FISH.										Fish used for Home Consumption, lbs.	VALUE.		
No.	Hoop Nets.	Value.	Whitefish, lbs.	Trout, lbs.	Herring, brls.	Herring, fresh, lbs.	Sturgeon, lbs.	Mackinongé, lbs.	Bass, lbs.	Pickarel, lbs.	Pike, lbs.		Coarse Fish, lbs.	\$	cts.
.....	125	17500	600	.....	.....	2000	600	.....	.....	1,680	00
.....	856	41600	1900	.....	.....	16200	.....	.....	.....	7,422	00
.....	745	11000	.....	.....	.....	.....	.....	.....	.....	4,275	00
.....	340	83000	.....	.....	.....	6060	.....	.....	.....	6,210	00
.....	8200	.....	4100	5300	.....	866	00
.....	1200	.....	8200	.....	318	00
.....	21400	40800	.....	135200	80	.....	3400	54515	3650	110682	38 0	18,834	26
.....	2400	355	9350	5200	50	19475	200	1,607	05
.....	21400	40800	2088	288200	4980	355	20950	85115	8400	143657	4080	41,202	31
.....	14500	.....	35100	325600	85950	950	.....	8800	5700	29500	.....	198,992	50
.....	25530	.....	.....	1713995	3651	.....	20685	33785	.....	186060	.....	96,774	70
.....	2700	.....	.....	246000	24325	.....	3575	6750	.....	12200	.....	14,417	75
.....	29025	.....	.....	394480	59680	.....	340	73443	.....	3280	.....	29,555	38
.....	1400	.....	.....	21000	6135	.....	.....	1375	.....	100	.....	1,554	25
.....	7000	.....	.....	60000	18000	.....	.....	7000	.....	1200	.....	4,916	00
.....	7020	.....	.....	53950	5190	.....	.....	23595	.....	.....	.....	4,929	80
.....	30960	.....	.....	388740	4924	.....	.....	149560	.....	.....	.....	31,133	60
.....	8066	.....	.....	41552	29250	.....	.....	103260	.....	300	24000	11,109	98
.....	16615	.....	.....	82150	96930	.....	500	136415	.....	6460	5690	18,909	90
.....	4393	.....	.....	13882	38204	.....	.....	23643	.....	11008	.....	4,704	32
.....	19800	.....	.....	.....	5250	.....	.....	1,252	50
.....	2000	.....	.....	22000	9300	700	1690	31700	3200	10000	.....	4,225	00
.....	2400	.....	.....	99046	4300	1050	2200	25518	2000	.....	.....	7,185	38
.....	1834	.....	.....	118774	15855	.....	100	21155	550	5000	.....	8,320	97
14	70	.....	300	700	.....	38000	1800	600	4450	27000	12600	29450	.....	5,506	50
.....	2400	.....	.....	133070	12800	.....	4550	163490	.....	6050	3800	17,861	60
14	70	141643	700	.....	.....	3421639	349854	2350	38000	827659	23600	271100	33400	262,357	63

RETURN of the Number and Value of Vessels, Boats

STATIONS.	VESSELS AND BOATS EMPLOYED						FISHING MATERIALS.					
	Vessels.			Boats.			Gill Nets.		Seines.		Pound Nets.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	Fathoms.	Value.	No.	Value.
<i>Lake Ontario Division (including Niagara River).</i>												
Queenstown	5		\$	80	8				60	150	*3	450
Niagara (Town)	14			930	31	8390		1199	745	584		
Port Dalhousie	4			70	3	1330		159				
Louth and Clinton	15			340	19	2195		264				
Grimsby	2			130	4	2000		240				
Winona	4			300	4	7000		840				
Burlington Beach	21			1440	38	14850		1848	1525	670		
Bronte	17			1415	43	33000		4080				
Port Credit	8			315	7	1485		418	103	150		
The Humber	1			180	2	2000		720	100	80		
Ashbridge's Bay and Marsh to Port Union	4			390	8	3400		270	100	80		
Frenchman's Bay	2			50	4	1100		132				
Whitby	3			60	4	575		69				
Bowmanville to Brighton	21			1025	42	9000		1500	300	200		
Rice Lake	100			2000								
Trent River												
Totals	216			8725	215	88325		11739	2933	1914	3	450
<i>Prince Edward County and Bay of Quinte Division.</i>												
Weller's Beach	4	32	4000	12	45	900	90	20000	4000	800	800	
Wellington Beach												
Smith's Bay												
Bay of Quinte	1	30	300	6	47	1303	139	5000	1105	3000	2740	
Ameliasburg												
Sophasburg												
Thurlow												
Tyendenaga												
Totals	5	62	4300	18	92	2203	229	25000	5105	3800	3540	

* Machines.

and Fishing Materials, &c.—Ontario—Continued.

KINDS OF FISH.														Fish used for Home Consumption, lbs.	VALUE.	
Hoop Nets.	No.	Value.	Whitefish, lbs.	Trout, lbs.	Herring, brls.	Herring, fresh, lbs.	Eels, lbs.	Sturgeon, lbs.	Maskinongé, lbs.	Bass, lbs.	Pickarel, lbs.	Pike, lbs.	Coarse Fish, lbs.		\$	cts.
			5194		30	47800		1400		250	10750		900		3,297 00	
			68	40		100415		14290		17900	2905		2613	1830	7,523 36	
			240	200		22300	3000			60	500	240	200		1,325 08	
			260	4100		22200		400							1,165 20	
			994	9528		6600		500							703 00	
			9285	1420		39500		180							2,823 36	
						172700	2345	560		1000		17000			10,546 65	
						485000									24,250 00	
1	20	4500	5000			43000	2000					1200	6000		3,250 00	
			873			25000	500			50		200	12500		1,732 84	
			180	3655		30400	400			250		18500	31000		3,614 40	
			250							60		4600	5100		406 60	
			200			5600	450					2350	5500		601 00	
39	390		35600			14000							39200		4,724 00	
									200000	100000					18,000 00	
							12000	22000	35000	25000	45000	20000	50000		10,500 00	
40	410	21099	60416	30	1014515	20695	39330	235000	144570	59155	62099	153013	1830		94,471 49	
15	150	102800	158350			14000	6100	1500				26200	109000		26,567 00	
67	1665	42250		230	26100	1000	600	1215	4780	11655	24250	140900			12,413 50	
82	1815	145050	158350	230	40100	7400	2100	1215	4780	11655	50450	249900			38,980 50	

RETURN of the Number and Value of Vessels, Boats

STATIONS.	VESSELS AND BOATS EMPLOYED.						FISHING				
	Vessels.				Boats.		Gill Nets.		Seines.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	Fathoms.	Value.
<i>Lennox, Addington and Frontenac Divisions.</i>											
Lake coast fronting Lennox and Addington, including Napanee River	14	243	24	28000	310	.....	.....
Amherst Island	16	240	29	4460	325	.....	.....
Inland waters County Frontenac
Totals	30	483	53	32460	635	.....	.....
<i>Wolfe Island and Kingston Divisions.</i>											
Pigeon Island	3	150	8	2750	300	.....	.....
Reed's Bay	1	41	2	1100	80	.....	.....
Button Bay	1	30	2	.....	.....	.....	.....
Big Bay	1	35	2	.....	.....	.....	.....
Brother's Island to Howe Island	5	180	8	120	27	.....	.....
Howe Island	6	95	6	1375	55	.....	.....
Gananoque
Totals	17	531	28	5345	462	.....	.....
<i>Leeds and Lanark Divisions (including Rideau and other Lakes.)</i>											
Charleston Lake	1	6	13	.....	.....	.....	.....
Rideau, Openicon, Otty and other lakes in Leeds	33	470	40	780	60	.....	.....
Smith's Falls
Sly and Edmund Rapids
Kilmarnock
Merrickville
Burritt's Rapids
Long Reach
Rocky Narrows	8	80	8	15	5	.....	.....
Rivers Tay and Fall Bay
Mississippi River and Lake	4	60	7	.....	.....	.....	.....
Totals	46	616	68	795	65	.....	.....

and Fishing Materials, &c.—Ontario—Continued.

MATERIALS.				KINDS OF FISH.										VALUE.	
Pound Nets.		Hoop Nets.		Whitefish, lbs.	Trout, lbs.	Herring, fresh, lbs.	Eels, lbs.	Sturgeon, lbs.	Mackinongé, lbs.	Bass, lbs.	Pickeral, lbs.	Pike, lbs.	Coarse Fish, lbs.	\$ cts.	
No.	Value.	No.	Value.												
.....	64	1230	10000	.....	.....	1050	.....	.....	.....	11000	25800	67800	4,830 50	
.....	57800	4700	12400	.....	.....	.....	.....	11800	.....	.....	6,274 00	
.....	6	24	800	700	1000	.....	.....	.....	800	300	800	600	270 00	
.....	70	1254	68100	5400	18000	1050	.....	.....	800	22800	26800	68200	11,374 50	
.....	2500	12000	.....	.....	1000	.....	100	500	50	.....	1,248 50	
.....	1000	35	.....	500	150	25	90 35	
.....	5	75	.....	.....	.....	500	.....	.....	.....	.....	.....	1000	55 00	
.....	5	75	.....	.....	.....	500	.....	.....	.....	.....	.....	4000	145 00	
.....	27	185	.....	.....	.....	800	.....	75	.....	.....	12000	11800	598 50	
.....	9	135	.....	.....	.....	450	200	.....	500	50	20 0	3600	272 50	
.....	1000	3300	.....	13140	6000	1,100 00	
.....	46	470	3500	12000	.....	2250	2200	1110	1900	1050	27440	26125	3,910 85	
.....	18	310	.....	10000	.....	.....	.....	.....	8000	.....	6000	35400	2,942 00	
.....	38	750	300	1500	9600	50	.....	.....	700	.....	1600	20500	1,963 50	
.....	500	.....	.....	700	200	700	1500	159 00	
.....	200	.....	.....	1700	800	2600	4500	425 00	
.....	100	.....	.....	900	600	1800	2000	245 00	
.....	206	.....	.....	700	300	1000	1500	161 00	
.....	200	.....	.....	1200	800	1300	2000	255 00	
.....	200	.....	1000	1500	1600	2500	2000	405 00	
.....	2	40	525	.....	.....	.....	.....	.....	125	.....	125	1000	85 75	
.....	2000	5000	4000	6000	800 00	
.....	5000	400	28000	17400	2,240 00	
.....	59	1100	825	11500	9600	1450	.....	1000	22525	9100	49625	93800	8,785 25	

RETURN of the Number and Value of Vessels, Boats

STATION.	VESSELS AND BOATS EMPLOYED.						FISHING	
	Vessels.			Boats.			Gill Nets.	
	No.	Tonnage.	Value.	No.	Value.	Men.	Fathoms.	Value.
<i>Rockport, Brockville and Cornwall Divisions.</i>								
St. Lawrence River, from Rockport to Glengarry County Line	83	4150	83					
<i>Prescott, Russell and Carleton Counties Division.</i>								
Ottawa River, fronting these Counties, including the Inland Waters.								
<i>Renfrew County Division.</i>								
Ottawa River, fronting County	23	100	33					
Bonnechère River and Lakes								
Mink, Doré, Calabogie and other lakes.								
Totals	23	100	33					
<i>Lake Nipissing Division</i>								
<i>Perry Sound and Muskoka Division</i>								
<i>Lake Simcoe Division</i>								
<i>Wellington County Division, including Credit River</i>								
<i>Lake Scugog</i>								
<i>Victoria County Division.</i>								
<i>Peterboro' Division.</i>								
Lakesfield.	10	150	10					
Bobcaygeon	20	200	20					
Lindsay	10	200	10					
Peterboro'	15	150	15					
Norwood	4	40	4					
Drag, Eagle and other Lakes								
Totals	59	740	59					

* Estimated catch by angling and trolling.

† Not given.

and Fishing Materials, &c.—Ontario—Continued.

MATERIALS.				KINDS OF FISH.										VALUE.	
Pound Nets.		Hoop Nets.		Whitefish, lbs.	Trout, lbs.	Herring, fresh, lbs.	Eels, lbs.	Sturgeon, lbs.	Mackinongé, lbs.	Bass, lbs.	Pickarel, lbs.	Pike, lbs.	Coarse Fish, lbs.	\$	cts.
No.	Value.	No.	Value.												
.....	8000	23000	.....	21000	10000	25000	4,290	00
.....	8000	1500	10500	7800	16500	16800	52000	4,963	00
.....	2700	800	.....	500	1800	1400	2100	2200	2600	8800	719	00
.....	1160	.....	1200	1600	2450	1200	1000	4400	7900	1,198	00
.....	3000	.....	500	100	200	500	600	4000	2200	614	00
.....	2700	4400	.....	2200	3500	4050	4100	3800	11000	13700	2,531	00
.....	15000	.....	.....	.....	.....	.....	25000	26000	.....	4,100	00
.....	3000	2040	1600	.....	.....	1500	8800	9000	1000	16000	3,562	00
.....	15000	81000	25000	.....	4000	6200	10000	.....	22000	.....	7,202	00
.....	172500	.....	.....	.....	25000	.....	.....	35000	.....	17,050	00
.....	200000	50000	.....	.....	100000	18,600	00
.....	3000	.....	.....	15000	25000	3000	.....	5000	2,880	00
.....	2000	.....	.....	.....	30000	18000	.....	.....	3000	2,850	00
.....	6000	.....	8000	.....	26000	26000	.....	.....	3000	4,090	00
.....	10000	10000	.....	.....	2000	1,260	00
.....	40000	35000	.....	.....	20000	5,400	00
.....	10000	6000	.....	.....	2000	1,020	00
.....	1200	10000	7000	.....	.....	.....	.....	.....	.....	6000	1,428	00
.....	1200	18000	7000	8000	.....	121000	92000	.....	.....	36000	16,146	00

RECAPITULATION of the Number and Value of Vessels, Boats and Fishing Materials, &c., with the kinds, quantities and value of Fish in the Province of Ontario, for the Year 1886.

Station.	VESSELS AND BOATS EMPLOYED.					FISHING MATERIALS.					
	Vessels.		Boats.			Gill Nets.		Seine.		Pound Nets.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Value.	No.	Value.	No.
Lake Superior Division.	6	89	8800	18	120	10270	252	41860	24790	9	3300
Manitoulin do	10	211	29500	41	165	34840	362	342125	43840	4	17600
Georgian Bay do	9	122	14550	33	84	11315	204	309010	27267		
Lake Huron do					60	7155	337	34320	6030	9	3000
River and Lake St Clair Division.					59	1691	252	4614	4305		
Detroit River Division.	1		1500	4	25	1365	137	5425	4123	7	2300
Lake Erie do	11	10	14555	59	163	18666	274	3100	3076	126	38475
Lake Ontario do					216	8725	215	83325	11739	8	450
Prince Edward and Bay of Quinte.	5	62	4300	18	92	2203	219	25000	6106		
Lennox, Addington and Frontenac.					30	483	53	32400	635		
Wolfe Island and Kingston Division.					17	531	28	5345	467		
Leeds, Lanark and Rideau do					46	616	68	795	65		
Rockport, Brockville and Cornwall.					83	4160	83				
Prescott, Russell and Carleton Cos											
Renfrew County Division.					23	100	33	150	86		
Lake Nipissing do											
Barry Sound and Muskoka											
Lake Simcoe Division.											
Wellington County Division.											
Lake Seabog do											
Victoria County do					59	740	59				
Peterboro' do											
Totals	42	585	78205	173	1232	102263	2624	894238	121116	192	65025
								19617			329
								23855			5494

RECAPITULATION of the Number and Value of Vessels, Boats and Fishing Materials, &c.— Province of Ontario — Concluded.

STATION.	KINDS OF FISH.														TOTAL VALUE.
	Whitefish, barrels.	Whitefish, lbs.	Trout, lbs.	Trout, barrels.	Herring, barrels.	Herring, fresh, lbs.	Belts, lbs.	Sturgeon, lbs.	Mackinong, lbs.	Bas, lbs.	Pickarel, lbs.	Pike, lbs.	Coarse Fish, lbs.	Home Consumption, lbs.	
Lake Superior Division.....	1083	630560	568954	1366	.....	.....	.....	41480	.....	.....	152988	.....	77625	77625	134,033 15
Manitoulin do.....	915	684078	1359440	480	.....	.....	.....	451576	.....	1317	240747	.....	2368	2368	220,102 07
Georgian Bay do.....	491	858571	1505366	482	473	.....	.....	2000	.....	460	30500	10000	13000	120000	2,7,648 96
Lake Huron do.....	557000	270830	.....	1932	320200	.....	378200	.....	42600	119600	.....	.....	409800	132,815 20
River and Lake St. Clair Division.....	21400	40800	.....	2068	268200	.....	4980	365	20950	85115	8100	142637	4680	41,222 31
Detroit River Division.....	14500	.....	.....	35100	32400	.....	89560	950	.....	8804	5700	29500	.....	198,992 50
Lake Erie do.....	141643	700	.....	.....	3471639	.....	349854	2350	38000	827659	23870	271100	33400	264,267 63
Lake Ontario do.....	21089	60416	.....	30	1014515	20695	39330	235000	144570	59155	63090	153013	1830	94,471 49
Prince Edward and Bay of Quinte.....	145050	154550	.....	230	40100	7400	2100	1215	4780	11855	50450	249900	.....	38,980 50
Lennox, Addington and Frontenac.....	68100	5400	.....	.....	13000	1050	.....	.....	800	22830	26800	68200	.....	11,374 50
Wolfe Island and Kingston Division.....	2500	12000	.....	.....	.....	2250	2200	1110	3930	1050	27440	26425	.....	8,910 85
Leeds, Lanark and Rideau do.....	835	11500	.....	.....	9600	1450	.....	1000	22525	9100	49625	92600	.....	8,785 25
Rockport, Brockville and Orono do.....	8000	23000	7800	21000	10000	25000	.....	4,290 00
Prescott, Russell and Carleton Cos.....	1500	10500	7800	16500	16800	52000	.....	4,983 03
Renfrew County Division.....	2700	.....	.....	.....	.....	2200	3600	4060	4100	3800	11000	13700	.....	2,631 00
Lake Nipissing do.....	25000	28000	.....	.....	4,100 00
Perry Sound and Muskoka.....	3000	20400	.....	.....	1050	.....	.....	1500	8000	9000	1000	16000	.....	3,562 00
Lake Simcoe Division.....	15000	31000	.....	.....	25000	.....	4000	6200	10000	.....	22000	.....	.....	7,202 00
Wellington County Division.....	172500	.....	.....	.....	.....	.....	26000	60000	.....	36000	.....	.....	17,060 00
Lake Scagweg do.....	3000	.....	.....	15000	25000	.....	3000	.....	5000	18,600 00
Victoria County do.....	7000	8000	.....	121000	92000	.....	.....	36000	.....	2,890 00
Peterboro' do.....	1200	18000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15,146 00
Totals.....	2499	3167226	4264916	2378	39830	5468854	51015	1374669	648299	466743	1747369	367705	1296096	648703	1,486,998 41

RECAPITULATION

Of the Yield and Value of the Fisheries in the Province of Ontario during the Year 1886.

Kinds of Fish.	Quantity.	Price.	Value.
		\$ cts.	\$ cts.
Whitefish.....	Brls. 2,489	10 00	24,890 00
do	Lbs. 3,167,226	0 08	253,378 08
Trout	Brls. 2,278	10 00	22,780 00
do	Lbs. 4,254,918	0 08	340,393 28
Herring.....	Brls. 39,830	5 00	199,150 00
do	Lbs. 5,468,854	0 05	273,442 70
Maskinongé	" 648,290	0 06	38,897 40
Bass	" 486,742	0 06	29,204 52
Pickarel	" 1,747,869	0 06	104,872 14
Pike	" 387,708	0 05	19,385 40
Sturgeon.....	" 1,374,669	0 05	68,733 45
Eels	" 51,945	0 05	2,597 25
Coarse Fish.....	" 1,296,005	0 08	103,680 40
Fish for Home Consumption.....	" 649,003	0 08	51,920 24
Total for 1886.....			1,435,000 41
do 1885			1,342,691 78
Increase			92,308 63

STATEMENT showing the Quantity and Value of Vessels and Boats and Fishing Material used in Ontario during the Year 1886.

	Value.
42 vessels or tugs (tonnage 585)	\$ 73,205
1,232 boats.....	102,253
894,238 fathoms gill nets.....	121,116
22,385 do seines.....	19,617
191 pound nets.....	65,025
329 hoop nets.....	5,494
	<u>\$286,710</u>

SYNOPSIS OF FISHERY OVERSERS' REPORTS IN THE PROVINCE OF ONTARIO FOR THE YEAR 1886.

LAKE SUPERIOR DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1883.	1884.	1885.	1886.
Whitefish..... Brls.	1,467	1,144	1,064	1,083
do fresh..... Lbs.	342,400	338,150	393,360	630,560
Trout..... Brls.	1,610	2,150	1,703	1,366
do..... Lbs.	582,397	215,500	570,974	568,954
Pickeral..... "	68,000	10,800	83,000	152,588
Herring..... Brls.	.....	10	.....	.....
Sturgeon..... Lbs.	.....	400	41,500	41,490
Cearee Fish..... Brls.	50	.....	.....	.....
Fish used for local consumption..... "	1,000	.....	.....	Lbs. 77,625
Totals in lbs.....	1,949,197	1,223,650	1,642,234	1,961,407
Value..... \$	116,533 76	77,790	111,871 72	134,023 15

Overseer James Dickson, who has charge of that portion of Lake Superior comprised between Pigeon River and State Island, reports that there were six more boats fishing with gill nets than last year. Although the quantity of fish caught was somewhat less than in 1885, owing to its being disposed of fresh at remunerative prices, the amounts realized far exceeded those of previous years. During the middle of the season most of the fishermen gave up fishing owing to the American market becoming glutted, and as it would not pay them to salt their fish. Whitefish continued abundant during the whole season and fishing ceased only when the ice put a stop to it. During the first three weeks of December 179,000 lbs. of whitefish were caught in Thunder Bay alone. Two pound-nets were set in Black Bay but did not prove successful. One of these was carried away by a storm in October, entailing a loss of \$400 on the owner. From personal visits made, as well as from other reliable information, Mr. Dickson is of opinion that the close season was faithfully observed.

Overseer Jos. Wilson, whose district extends from Slate Island on Lake Superior to Collin's Inlet, on Georgian Bay, reports an increase in the catch of whitefish. No improvement can, however, be expected to take place in the St. Mary's Rapids so long as pound-nets continue to be set on the American side, below the rapids. Prices ruled high in the beginning of the season, but later on, American as well as Canadian markets became glutted and prices fell considerably. The close season was well observed on Lake Superior; most of the fishermen leaving before 1st of November. On Georgian Bay the pound net fishermen also strictly complied with the law, but the same cannot be said of gill net fishermen. Mr. Wilson seized 29 gill nets which he found set during the close season. It is possible the owners were ignorant of this illegal fishing as they were absent at the time, but the fishermen employed by them undoubtedly intended to ship their fish to the American side after the close season was over. Mr. Wilson recommends that no pound nets be allowed nearer than five miles from the mouth of the Serpent, Mississauga and Spanish Rivers. The number of gill nets for each boat should also be curtailed.

MANITOULIN ISLAND DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1883.	1884.	1885.	1886.
Whitefish	Brls.	250	963	915
do	Lbs.	552,792	1,103,962	640,960
Trout	"	968,225	1,938,194	1,412,660
do	Brls. ....	.....	312	480
Bass	Lbs. ....	.....	.....	1,316
Pickrel	"	317,489	522,104	264,442
Sturgeon	"	91,200	234,639	477,400
Fish used for local consumption	"	45,000	.....	.....
Totals in lbs. ....	.....	1,975,706	3,911,319	5,084,462
Value	\$	147,620 70	296,551 67	218,476 12
				220,102 07

The fishing grounds around Manitoulin, St. Joseph, Cookburn and Ducks, Islands, are included within *Overseer D. Cameron's* division. He reports an increase in whitefish and pickrel, and a slight falling off in salmon trout and sturgeon. The catch would undoubtedly have been larger, had not fishermen experienced such rough weather as they did in October. However, the season's operations are on the whole considered satisfactory. Mr. Cameron considers the system of employing local guardians during the close season, a most efficient one. The principal part of the fish caught in this division are exported to the United States markets.

GEORGIAN BAY DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries of this Division.

Kinds of Fish.	1883.	1884.	1885.	1886.
White fish	Brls.	395	684	948
do fresh	Lbs.	1,035,600	350,184	396,000
Trout	Brls.	2,330	938	746
do	lbs.	1,351,400	1,386,520	1,712,000
Herring	Brls.	137	449	938
Bass	Lbs. ....	.....	200	1,000
Pickrel	"	184,750	73,600	89,000
Pike	"	15,700	23,320	17,000
Sturgeon	"	26,800	2,350	600
Coarse Fish	Brls.	4,923	lbs. 27,480	lbs. 39,000
Fish used for local consumption	"	800	" 7,800	" 100,000
Maskinongé	Lbs. ....	.....	.....	500
Totals in lbs. ....	.....	3,343,650	2,285,592	2,883,100
Value	\$	253,997 00	164,189 06	200,890 00
				207,648 96

No report has been received in time for publication from Overseer *Solomon James*, who has charge of the division extending from Collin's Inlet to Parry Sound on Georgian Bay.

Overseer F. M. G. Fraser who has charge of that part of Georgian Bay extending from Parry Sound to Victoria Harbor, reports an increase in the catch of whitefish and salmon trout. The weather becoming very stormy towards the end of the season, interfered somewhat with the operations of fishermen. Only one violation of the law came under this overseer's notice, but two pound nets were seized at Sandy Island for being set contrary to regulation, which prohibits there being used in Georgian Bay waters.

Overseer Samuel Fraser, whose division extends from Victoria Harbor to Allenwood on Georgian Bay, made no report.

Overseer G. S. Miller's division comprises that part of the south shore of Georgian Bay extending from Allenwood to Colpoy's Bay. He reports an average catch of salmon trout, and quite a falling off in whitefish. As a rule, fishermen are better equipped in gear and have larger boats, which enables them to go further out in the bay and fish later in the season. Cold and stormy weather set in earlier than in 1885, which caused the loss of a large number of nets. Mr. Miller reports the loss of two brothers, who were drowned in Owen Sound Bay on the 10th November. Seizures of salmon trout caught during the close season were made at Meaford. Fines were imposed and the confiscated fish distributed among the poor of the locality.

LAKE HURON DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries of this Division.

Kinds of Fish.	1883.	1884.	1885.	1886.
Herring Brls	4,222	6,592	6,912	1,932
do fresh Lbs.				320,200
Whitefish "	630,000	701,750	757,100	557,000
Trout "	543,000	508,100	610,130	270,680
Bass "	13,800	7,800	9,500	42,800
Pike "	400	500	1,000	
Pickrel "	288,200	198,430	246,900	118,500
Sturgeon "	59,200	135,032	347,800	378,200
Fish used for local consumption		504,000	496,400	469,800
Totals in lbs.	2,369,000	3,373,812	4,327,230	2,484,390
Value \$	135,250 00	163,996 40	208,032 40	132,815 20

Overseer J. Shackleton has charge of the shores of Georgian Bay extending from Colpoy's Bay to Cape Hurd, and from thence on Lake Huron to Stoke's Bay. He reports a large catch of salmon trout, but a falling off in whitefish. With the exception of one instance, where one net and some fish were seized, no violations of the fishery laws, came under this officer's notice.

Overseer R. H. Murray, who has charge of that part of the coast of Lake Huron, extending between Stoke's Bay and Point Clark, made no report in time for publication.

Overseer A. C. McKinnon, whose division extends from Point Clark to Kettle Point, reports a decrease in the yield of his division. This result is not ascribed to any scarcity of fish, but simply to a less vigorous prosecution of the fishery. Large quantities of pickerel and sturgeon were shipped to the American side, where they

are in great demand for the Southern States markets. The close season was well observed. Fishermen now realize that the extension of the season of salmon trout and whitefish was intended for their benefit. Complaints that saw-dust was allowed to fall into Nine Mile and Maitland Rivers could not be sustained after judicious investigation made by this overseer.

Overseer H. McFayden, who has charge of the head waters of Saugeen River and its tributaries, reports speckled trout more abundant than last year. The remunerative price of 25 cents per pound, obtained in local markets, is sufficient to afford a living to many fishermen. Two new fishways were placed in mill dams this year, but the water rises so high in the spring that it is difficult to keep them in repair. This overseer detected no violations of the Sawdust Act last summer. He confiscated one net, but could not identify the owner.

Overseer D. McMaster, whose division comprises the River St. Clair and that portion of Lake Huron extending from Sarnia to Kettle Point, reports a falling off in the fisheries of his district. No reasonable cause can be ascribed for this decrease, as fishermen appear to have been as active as formerly in their efforts to secure full fares. Great improvements have been achieved in the method of curing and marketing fish, and better prices are consequently obtained. The large quantity of pickled herring held in stock by dealers from last year's catch was the reason of the low prices obtained this season.

RIVER AND LAKE ST. CLAIR DIVISION.

(Including Thames River.)

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1882.	1884.	1885.	1886.
Whitefish Lbs.	30,300	33,800	25,800	21,400
Trout "	57,000	70,400	107,300	40,800
Herring Brls.	481	725	541	1,066
do fresh Lbs.				288,300
Maskinongé "	600	235	500	325
Bass "	85,800	60,400	10,250	20,950
Pike "	50,200	25,400	8,900	8,400
Pickeral "	88,800	126,400	69,700	85,115
Sturgeon "	200	320	290	4,900
Ooase Fish "	216,800	237,500	145,100	143,657
Fish used for local consumption "	74,800	89,200	35,000	4,090
Totals in lbs.....	686,800	798,805	512,040	1,031,937
Value \$	27,334	34,878	24,072 50	41,202 31

Overseer C. W. Raymond, who has charge of the upper part of Lake St. Clair, made no report.

Overseer A. Quenneville, whose division comprises that portion of Lake St. Clair near the mouth of the Thames River, reports very little fishing being done last season on account of stormy weather.

Overseers P. McCarron and J. B. Moody, who have charge of the Sydenham River and its tributaries, report that the illegal fishing formerly indulged in has been mostly abandoned. The river is reported free of sawdust and mill rubbish.

Overseer T. McQueen, whose division extends from the mouth of the Thames River to Lewisville, reports a decrease in the yield of the fisheries of his division as compared with that of last year. Nineteen of the twenty-three fishing grounds of

his district were in operation, and the deficiency can be attributed only to a scarcity of fish. Excessive fishing in Lake St. Clair must have a tendency to diminish the supply of fish ascending the Thames River. No violations of the law respecting sawdust came to this officer's notice.

Overseer John Crotty, who has charge of the central portion of the Thames River, reports a poor catch, owing to the water remaining too high. Early fishing at the mouth of the river, and under the ice, prevents people above from securing a better share in the supply.

Overseer P. McCann, who has charge of the upper portion of the Thames River, reports the yield of every kind of fish good, with the exception of pickerel. Fishermen anticipated a fair run of these fish, as the condition of the water was very favorable, but somehow or another it has been steadily decreasing for the past three years. Two parties were fined for catching bass during the close season, and two others for neglecting to keep their fishways in proper repair. Seven new fishways were placed in the mill dams last season, all of which are in first-class condition.

DETROIT RIVER DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1883.	1884.	1885.	1886.
Whitefish	Lbs. 62,500	71,950	31,000	14,500
Herring	B. ls. 405	1,200	13,680	34,100
do fresh	Lbs. ....	.....	.....	325,600
Mackinongé	" 720	450	1,150	950
Bass	" 4,050	570	.....	.....
Pike	" 1,000	7,850	7,500	5,700
Pickerel	" 22,200	8,800	6,500	8,900
Sturgeon	" 12,800	47,000	49,780	85,950
Coarse Fish	" 52,000	149,600	4,000	29,500
Fish used for local consumption	"	15,000	.....	.....
Totals in lbs.	245,920	541,220	2,835,930	7,491,000
Value	\$ 11,573 20	20,025 70	74,333 00	198,992 50

POINT PELEE (MAIN) DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1883.	1884.	1885.	1886.
Herring	Brls. 7,940	9,118	14,730	lbs. 1,713,995
Whitefish	Lbs. 48,244	30,842	18,380	25,530
Bass	" 24,840	29,000	48,030	20,685
Pickerel	" 34,214	30,000	37,250	33,785
Sturgeon	" 66,130	47,800	91,260	3,651
Coarse Fish	"	7,400	104,000	186,000
Totals in lbs.	1,764,428	1,968,642	3,284,920	1,983,706
Value	\$ 50,559 28	54,209 36	91,120 20	96,774 70

Overseer Wm. Prosser, whose division extends from the mouth of Detroit River to the county line of Kent, reports a falling off in the yield of every kind of fish, except coarse fish. The increased value in the returns of this division is explained by the fact that the herring catch is given fresh at 5 cents per lb., instead of at \$5 per barrel as formerly.

PELÉE ISLAND DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1883.	1884.	1885.	1886.
Bass..... Lbs.			42,347	3,575
Whitefish..... "	62,884	45,561		7,700
Herring..... Brls.	1,437	634	8,863	Lbs. 240,000
Pickrel..... Lbs.		22,483	11,964	6,760
Sturgeon..... "	18,200	166,600	7,290	24,325
Coarse Fish..... "	65,200	9,800	27,858	12,200
Totals in lbs.	433,684	371,244	1,862,059	289,550
Value..... \$	14,429 71	16,787 86	48,778 90	14,417 75

Overseer James Cummins, who has charge of the fishing grounds around Pélee Island, reports a falling off in the different fisheries of his district as compared with 1885. Sturgeon alone shows a large increase.

LAKE ERIE DIVISION (EXCLUSIVE OF PELÉE ISLAND AND PELÉE (MAIN) DIVISIONS.)

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1883.	1884.	1885.	1886.
Whitefish..... Lbs.	110,500	151,400	127,700	113,413
Trout..... "		500	820	700
Herring..... Brls.	1,684	4,003	6,084	Lbs. 1,467,644
Maakinongé..... Lbs.	2,800	2,900	2,000	2,350
Bass..... "	88,600	25,280	20,050	13,740
Pike..... "	30,800	13,280	17,700	23,000
Pickrel..... "	154,200	122,114	635,888	787,124
Sturgeon..... "	135,200	101,620	295,715	321,878
Coarse Fish..... "	663,200	635,800	76,875	72,840
Fish used for local consumption..... "		30,000	49,200	33,400
Totals in lbs.	1,520,100	1,882,974	2,147,033	2,836,689
Value..... \$	53,443 00	68,902 44	102,880 88	151,165 18

Overseer J. McMichael, whose division comprises that part of the coast of Lake Erie fronting on the County of Kent, reports a reduced catch in almost every kind of fish. The loss of fishing outfit, caused by the disastrous storm of October, was severely felt by the fishermen. To this may be justly attributed their poor success. He reports no violations of the close seasons.

Overseer McBride, who has charge of that part of Lake Erie shore fronting the County of Elgin, reports, through Overseer Kerr, an increase in herring, pickerel and sturgeon, and a falling off in whitefish. The catch would undoubtedly have been one-third greater had not the disastrous October storm, already mentioned, completely destroyed 43 pound nets in this division.

Overseer D. Sharp, whose division comprises the shore of Lake Erie fronting on the County of Norfolk, reports a slight increase in the catch of whitefish, and a falling off in sturgeon and pickerel. No violation of the close seasons came under this officer's notice.

Overseer W. A. McCrae, who has charge of the Grand River and a small portion of the coast of Lake Erie, at its mouth, reports an average catch, notwithstanding the disastrous effects of the October storm. Prices ruled lower than in 1885. Angling and trolling were fair below the Dunnville Dam, on the Grand River. The fishway in this dam is considered very defective. There are three other fishways, in good order, in this division.

Overseer W. P. Croome, who has charge of the upper portion of the Grand River, reports an improvement, both in the quantity and quality of fish caught. There are seven fishways, all in good order; some dams were completely demolished by freshets, and new fishways will be built in them.

LAKE ONTARIO DIVISION, INCLUDING NIAGARA RIVER.

COMPARATIVE Statement of the Yield and Value of the Fisheries in these Divisions.

Kinds of Fish.	1883.	1884.	1885.	1886.
Whitefish Lbs.	34,100	16,600	9,400	21,099
Trout "	113,000	102,080	181,310	60,416
Herring Brls.	2,116	6,880	6,014	30
do fresh Lbs.				1,014,515
Maskinonge "	190,000	135,000	177,000	235,000
Bass "	182,000	157,562	145,020	141,570
Pickerel "	69,200	70,750	85,400	59,155
Pike "	70,600	38,555	131,530	61,090
Eels "		15,500	15,375	20,695
Sturgeon "	69,600	44,440	10,050	39,330
Coarse Fish "	319,600	314,770	189,200	153,013
Home Consumption				1,830
Totals in lbs.	1,491,300	2,281,277	2,147,115	1,817,713
Value \$	62,622 00	80,358 97	83,298 15	94,471 49

Overseer J. W. Kerr's division extends from Moulton Bay, on Lake Erie, to Whitby Harbor, on Lake Ontario, including Niagara River. He reports a decrease in the yield of fish as compared with that of the previous years. Whitefish and salmon trout appear to have deserted the seine hauling grounds of Lake Ontario, where they formerly used to resort in large numbers. It would seem as if the whitefish of Lake Ontario remained in deep water all the time. The falling off in the catch of fish might also be due to the fact that fishermen did not fish so extensively as in previous years. Several of them experienced severe losses by the heavy gales which prevailed during the season. Sturgeon fishing has now become one of the most remunerative sources of employment. There is always a fair demand for these fish, and prices are good. Herring is now one of the principal kinds of fish sought after in the Hamilton division. The different close seasons were well observed, one party only was fined for fishing on Sunday.

Overseer Chas. Gilchrist has charge of Rice Lake and of that part of Lake Ontario coast fronting on the County of Northumberland. He reports whitefish and salmon-trout as scarce, the quantity taken being below that of previous years. "Sciscoes," or lake herring, were abundant, and large quantities were caught in gill nets. Pike and other coarse fish were caught in great numbers in hoop nets, and shipped to the States. Rice Lake and its tributaries continue to show marked signs of improvement.

PRINCE EDWARD AND BAY OF QUINTE DIVISIONS.

COMPARATIVE Statement of the Yield and Value of Fisheries in these Divisions.

Kinds of Fish.		1883.	1884.	1885.	1886.
Whitefish	Lbs.	62,200	159,800	247,400	145,050
Trout	"	183,000	265,600	108,000	158,350
Herring	Brls.	341	364	1,505	230
do fresh	Lbs.				40,100
Eels	"				7,400
Maskinongé	"		550	1,900	1,215
Bass	"	23,800	45,400	75,900	4,780
Pike	"	175,400	43,500	93,400	50,450
Pickrel	"	76,200	87,300	120,800	11,655
Sturgeon	"		40,300	40,000	2,100
Coarse Fish	"	192,800	564,400	576,500	249,900
Fish used for local consumption	"		59,600	231,500	
Totals in lbs.		781,600	1,309,150	1,796,400	717,000
Value	\$	62,507	64,949	78,783	38,980 00

Overseer Chas. Wilkins, who has charge of the Bay of Quinté Division, reports a falling off in the fine grades of fish, especially whitefish. Mr. Wilkins inclines to the belief that fishermen undervalue their catch, being under the erroneous impression that they will be required to pay higher fees, notwithstanding his endeavors to dissuade them of this notion. The fishways in this division are reported in good repair, excepting that at Chisholm's Rapids on the River Trent. A good man was employed as fishery guardian during the close season, and proved of valuable assistance to the overseer.

Overseer J. Redmond reports a shortage in the catch of whitefish and salmon trout in Prince Edward County. He is of the opinion that the fry are destroyed by the millions of the useless fish called gaspereaux, which inhabit this part of Lake Ontario. They are so plentiful that twenty-seven waggon loads were taken in a single haul of the seine. In size they range from a very small sardine to a medium sized salt-water herring. Farmers use them as manure. The close seasons were well observed, the weather being so rough that fishermen could not go out even had they felt so inclined.

LENNOX, ADDINGTON AND FRONTENAC DIVISIONS.

COMPARATIVE Statement of the Yield and Value of the Fisheries in these Divisions.

Kinds of Fish.	1883.	1884.	1885.	1886.
Whitefish..... Lbs.	34,400	14,800	107,300	68,100
Trout..... "	15,100	28,400	24,350	8,400
Bass..... "	200	2,900	3,500	800
Pike..... "	18,000	4,300	31,000	26,600
Pickarel..... "	20,350	48,650	33,600	22,800
Eels..... "	1,500	200	200	1,050
Herring..... Brls.	207	153	114	lbs. 13,000
Coarse Fish..... Lbs.	70,000	84,400	122,800	68,200
Totals in lbs.....	200,250	212,550	345,650	205,950
Value..... \$	8,568 00	9,957 60	18,577 00	11,374 50

Overseer A. D. Sills, who has charge of the front of the County of Lennox, states that the individual catch was larger than in 1885, but that the number of fishermen has decreased. Strict guard was kept, and the close of seasons were duly observed.

Overseer Geo. Lake, who has charge of part of the inland waters of the County of Frontenac, reports that fishing, being now confined to hook and line, the catch has proportionally diminished. He recommends that net licenses be issued to residents to fish for home consumption. There are no fishways in this district, but the Overseer believes there should be one built at Westport, one at the foot of Bob's Lake, and another at the foot of Eagle Lake.

Overseer Robert Gilbert, who has charge of the inland waters of the County of Frontenac, reports that no net licenses being issued for these waters, the only fishing carried on was angling and trolling. The close seasons were well observed. The mills were visited on different occasions, and found complying with the regulations.

Overseer H. R. Purcell, who has charge of the inland waters of the County of Addington, states that the lakes artificially restocked begin to show signs of improvement. Some dissatisfaction is expressed because licenses are not granted as usual to residents in the neighborhood of those lakes. Excepting where freshets injured their dams, mill-owners faithfully complied with the law relating to fishways.

WOLFE ISLAND AND KINGSTON DIVISIONS.

COMPARATIVE Statement of the Yield and Value of the Fisheries in these Divisions.

Kinds of Fish.	1883.	1884.	1885.	1886.
Whitefish..... Lbs.	2,400	700	1,300	2,500
Trout..... "	21,000	9,700	16,400	12,000
Bass..... "	11,900	900	46,000	3,900
Pickarel..... "	3,000	1,900	700	1,050
Eels..... "		3,300	3,200	2,350
Maskinongé..... "			15,000	1,110
Pike..... "		1,800	1,900	27,440
Sturgeon..... "	3,600	4,900	5,550	2,200
Coarse Fish..... "	74,000		60,100	26,425
Fish used for local consumption..... "	11,600	125,900		
Totals in lbs.....	127,400	144,000	150,050	78,875
Value..... \$	4,614 00	5,277 00	7,445 50	3,910 85

Overseer Thos. Merritt states that hoop net fishing was not carried on in his division as briskly as usual, owing to the small run of coarse fish and the small demand for them. Angling and trolling near Kingston were hardly up to the mark, owing to the river keeping too high and the shoals discolored; but these modes of fishing were remarkably good in the inland lakes. Several nets were seized and destroyed and the owners punished.

Overseer P. Kiel, who attends to the fishing grounds around Wolfe Island, reports that owing to the great demand for labor fewer hands engaged in the rather uncertain business of fishing. Fish were as abundant as ever, but prices ruled low. No violations of the law came to his notice and the close seasons were well observed.

Angling and trolling are the only modes of fishing allowed in *Overseer N. Acton's* division around Howe Island. No violations of the law came under his notice.

LEEDS, LANARK AND RIDEAU DIVISIONS.

STATEMENT of the Yield and Value of the Fisheries in these Divisions in 1886.

Whitefish.....	Lbs.
Trout.....	825
Herring, fresh.....	11,500
Eels.....	9,600
Maskinongé.....	1,450
Bass.....	1,000
Pickarel.....	22,525
Pike.....	9,100
Coarse fish.....	49,625
	93,600
Total in lbs.....	199,225
Value.....	\$8,785 25

Overseer George Jeacle, who has charge of the Rideau Lakes, reports that fishing was not actively carried on in his district. Farmers caught only the quantity needed for home consumption. Some coarse fish were shipped to the American markets. Only one violation of the law came under this officer's notice; the party was duly punished. No complaints were made respecting sawdust and mill rubbish.

Overseer A. E. Mills, who has charge of Rideau River and Lakes, reports the yield of fish in his division about the same as in the previous year. Residents who formerly engaged in fishing, found more remunerative employment on the railway, now being built through this district.

ROCKPORT, BROCKVILLE AND CORNWALL DIVISIONS.

STATEMENT of the Yield and Value of the Fisheries in these Divisions.

Kinds of Fish.	1885.	1886.
Maskinongé..... Lbs.	22,200	23,000
Pickerei..... "	15,000	21,000
Pike..... "	45,000	10,000
Sturgeon..... "	10,000	8,000
Coarse Fish..... "	28,000	25,000
Totals in lbs.....	120,200	87,000
Value..... \$	5,810	4,290

PRESCOTT, RUSSELL AND CARLETON DIVISIONS.

STATEMENT of the Yield and Value of the Fisheries in these Divisions for 1886.

Eels.....	Lbs. 8,000
Sturgeon	1,500
Maskinongé	10,500
Bass	7,800
Pickerei.....	16,500
Pike	16,800
Coarse fish.....	52,000
Total in lbs	113,100
Value.....	\$4.963

RENFREW DIVISION.

STATEMENT of the Yield and Value of Fisheries in this Division for 1886.

Whitefish	Lbs. 2,700
Trout	4,400
Eels	2,200
Sturgeon	3,500
Maskinongé.....	4,050
Bass	4,100
Pickerei.....	3,800
Pike	11,000
Coarse Fish	13,700
Total in lbs.....	49,450
Value.....	\$2,531

LAKE NIPISSING DIVISION.

STATEMENT of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1885.	1886.
Whitefish	16,000	18,000
Trout	"	25,000
Pickarel	24,000	28,000
Pike	30,000	38,000
Totals in lbs.	70,000	88,000
Value	\$ 4,220 00	4,100 00

PARRY SOUND AND MUSKOKA DIVISIONS.

COMPARATIVE Statement of the Yield and Value of the Fisheries in these Divisions.

Kinds of Fish.	1883.	1884.	1885.	1886.
Whitefish	20,800	18,000	15,000	3,000
Trout	3,587	3,500	7,230	20,400
Herring	83	80	80	1,000
Bass	2,418	1,600	1,500	8,000
Pickarel	12,470	5,200	4,200	9,000
Pike	"	"	"	1,000
Coarse Fish	"	"	"	16,000
Totals in lbs.	55,828	46,300	42,930	58,400
Value	\$ 3,255 24	2,578 00	2,520 40	3,562 00

Overseer E. C. Roper, who has charge of the Muskoka waters east of Lake Rosseau, &c., regrets he cannot speak as favorably as formerly of the observance of the fishery laws in his division. He finds it very difficult to check spearing, which, if not preremptory stopped, will ultimately ruin these waters. Netting is almost entirely stamped out.

Overseer G. R. Steele, who resides at McKellar, has charge of the inland waters of Parry Sound District. He reports having on different occasions visited his district, and found no illegal fishing going on. The mill owners practically complied with the statute, only one complaint having been brought before him, which, on investigation, proved unfounded. Settlers complain of being refused the privilege of netting herring for their own use.

Overseer A. H. Smith, has charge of Lakes Joseph, Rosseau, Muskoka and other waters in the District of Parry Sound. He considers the Department was perfectly justified in prohibiting net fishing as these waters were getting depopulated. Some poaching is still carried on, not as a rule by residents as much as by strangers. In spite of all his efforts Mr. Smith was unable to detect them in the illicit act of netting. As the lakes are deep, they undoubtedly sink their nets under water and raise them with grappling irons. This overseer favors the issuing of licenses to residents for the purpose of taking herring for home consumption.

LAKE SIMCOE AND COUCHICHING DIVISIONS.

COMPARATIVE Statement of the Yield and Value of the Fisheries in these Divisions.

Kinds of Fish.	1884.	1885.	1886.
Whitefish..... Lbs.	50,000	35,000	15,000
Trout..... "	85,000	51,000	81,000
Herring..... Brls.	100	120	lbs. 25,000
Maskinongé..... Lbs.	5,000	4,000	6,200
Bass..... "	20,000	15,000	10,000
Pike..... "	20,000	20,000	22,000
Sturgeon..... "	10,000	7,000	4,000
Totals in lbs.	190,000	156,000	113,200
Value..... \$	12,700 00	9,970 00	7,202 00

Overseers L. S. Sanders and Wm. Hastings, who are in charge of Lake Simcoe, report that since its being set apart for natural propagation, there is a noticeable increase in the different species of fish. The catch is of course less, being confined to angling. Close seasons are reported to be well observed.

Overseer Wm. McDermott has charge of the inland waters of the County of Simcoe. He reports an increase in bass, maskinongé and salmon trout, in fact, in every kind of fish except speckled trout. This latter falling off is attributed to the severity of the past two winters. In some localities the shallow streams frequented by these fish, were frozen to the bottom. Close seasons are better understood, and more strictly observed. Mill-owners, also comply with the sawdust regulations; only two convictions having been made last season.

WELLINGTON COUNTY DIVISION.

STATEMENT of the Yield and Value of the Fisheries in this Division for 1886:—

	Lbs.
Trout.....	172,500
Maskinongé.....	25,000
Pike.....	35,000
Total in lbs....	232,500
Value.....	\$17,050

LAKE SCUGOG DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1884.	1885.	1886.
Maskinongé..... Lbs.	200,000	200,000	200,000
Bass..... "	80,000	80,000	80,000
Coarse Fish..... "	100,000	100,000	100,000
Totals in lbs.....	380,000	380,000	380,000
Value..... \$	12,800 00	12,800 00	12,800 00

Overseer Geo. B. McDermott, who has charge of Lake Scugog, reports that fish never were so abundant as last year, and fishermen caught at all times all they could carry. People are delighted with this marked improvement.

VICTORIA COUNTY DIVISION.

STATEMENT of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1885.	1886.
Herring..... Lbs.	10,000	3,000
Maskinongé..... "	15,000	15,000
Bass..... "	25,000	25,000
Pickrel..... "	2,400	3,000
Coarse Fish..... "	5,000	5,000
Totals in lbs.....	57,400	51,000
Value..... \$	2,944 00	2,880 00

PETERBOROUGH DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1883.	1884.	1885.	1886.
Whitefish..... Lbs.	5,000	10,000	1,500	1,200
Trout..... "	21,000	27,000	15,600	18,000
Herring..... Brls.	225	70	27	lbs. 7,000
Maskinongé..... Lbs.	168,400	174,400	117,000	121,000
Bass..... "	127,600	120,000	93,000	92,000
Pickeral..... "	2,000			
Coarse Fish..... "	51,000	30,000	22,000	36,000
Eels..... "				8,000
Totals in lbs.....	420,000	372,300	254,500	283,200
Value.....	22,105 00	21,874 00	14,763 00	16,146 00

APPENDIX No. 9.

MANITOBA AND THE NORTH-WEST TERRITORIES.

ANNUAL REPORT ON THE FISHERIES OF MANITOBA AND THE NORTH-WEST TERRITORIES, FOR THE YEAR 1886, BY MR. ALEX. McQUEEN, INSPECTOR.

WINNIPEG, 31st December, 1886.

HON. GEO. E. FOSTER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honor to submit my annual report on the fisheries of Manitoba and the North-West Territories for the year ending 31st December, 1886. The catch will not exceed very much that of the previous year, which may be accounted for from the fact that the regulations for the protection of the fisheries have been more rigidly enforced than before, thus restricting the trade to legitimate channels and preventing a wanton destruction of fish as formerly during the close season, which has been considerably lengthened. I have been greatly aided in this work by the appointment of local guardians, and trust by another year to have the territory under my jurisdiction so arranged as to bring the entire fishery interests of this country fully under the control of the Department. Considerable excitement prevailed in the early part of the year at the change made in the fishery regulations, but their subsequent modification, after your visit to this country, have given such satisfaction as to entirely remove all cause of complaint; and the fishermen have had a very successful trade during the past year. The small traders at distant points upon the lakes, have not been able to take advantage of the amended regulations in regard to licenses; and to meet their views, I think it would be well to make provision for their being issued upon personal application at their fishing grounds to either the guardian or myself, as might be deemed best by the Department. Great improvements have taken place during the past year in the direction of providing facilities for fish ascending the rivers and streams throughout the country; nearly all obstructions complained of have been removed, and efficient fishways constructed. I have visited during the past year nearly every section of the Province, as well as the district around the Lake of the Woods, and as a result of such visits, am more than ever impressed with the importance of the fishery resources of this country. Nearly all the rivers and lakes have an abundant supply of fish of various kinds, and with careful nurture by the Fishery Department, promise well, not only for trade purposes, but also for home consumption, for the natives and others who are rapidly adding to the population of the North-West. The whitefish is still the staple food fish of this country, and is in good demand, not only here, but in some of the leading cities of the United States. The number engaged in the fishing trade during the past year has not materially increased, a few dropped out, but others have taken their places. Particulars under this head, together with statistics as to the export and trade generally, are given below.

THE FISH TRADE.

It has been somewhat difficulty to get full statistics as to the trade done in fishing at all points, as the guardians have not as yet had time to fully cover their respective districts, but I have been able through them and some of the principal traders, to get a good idea as to what fishermen have been doing during the past year. These statements have been carefully prepared, and I am satisfied they are correct. The firm of Reid, Clarke & Co. have their headquarters at Selkirk, and are wholesale dealers in, and shippers of, fresh, salt and frozen fish. They have one steamer, the "Omega," and two large barges, the "North Star" and "Wallace" in the trade upon Lake Winnipeg, and have freezers at West Selkirk, East Selkirk, and Swampy Island, Lake Winnipeg. They operate on Lake Winnipeg and Lake St. Martin, in obtaining their supply of fish. They have this year invested largely in plant, such as tugs, barges, boats, nets, freezers and ice houses, aggregating a sum of over \$20,000. Subjoined is a statement of their catch for the year ending 31st December, 1886, principally obtained by summer fishing:—

Exported to the United States—

54 tons fresh whitefish.....	\$ 5,400
36 do jack-fish or pike.....	2,100
27 do pickerel.....	2,160
1,240 barrels salt whitefish.....	7,440

Local trade—

40 tons fresh whitefish.....	4,000
8 do sturgeon	640
7 do pickerel (<i>doré</i>).....	420
10 do jack-fish.....	200

Total.....\$22,360

The firm of C. W. Gauthier & Co. was somewhat late in the year in getting to work, but nevertheless did some fishing and made every preparation for carrying on business on a more extensive scale another year. They have three boats, valued at \$100 each, in the trade; 45 nets of 4,500 fathoms, valued at \$540; an ice house with a capacity for storing 1,000 tons of ice, valued at \$650. They employed ten men during the season. The following is a statement of their catch:—

40,629 lbs. of white-fish.....	\$ 812 00
5,863 " pickerel.....	117 26
6,082 " jack-fish.....	60 82
54 brls. salt white-fish.....	216 00

Total.....\$1,206 08

Those fish were caught during the autumn, just before the close season; and were all shipped to Sandwich, Ontario. They have their headquarters at Selkirk.

The firm of Armstrong & Co. deal with fishermen on Lake Manitoba, and do no fishing themselves. Their place of business is at Portage la Prairie, where, they buy fish for the local trade and for foreign export. They have shipped during the year as follows:—

137,435 lbs. whitefish.....	\$ 6,627 80
36,275 lbs. pickerel (<i>doré</i>).....	1,653 50
87,860 lbs. jack-fish.....	2,054 10

Total.....\$10,335 40

All the above fish were shipped to Buffalo, N. Y., with the exception of one car-load which was sold in Minneapolis, Minnesota. John McKenny, of St. Laurent Mission, sold 27,000 at $5\frac{1}{2}$ cents a pound; ten tons of jackfish at 2 cents, and one ton of pickerel at 4 cents a pound. Moore & McDonald, and Mr. Wood of Fairford, sold 66,000 pounds of whitefish. There are many more fishermen whose catch is small, and who part with their fish either in the local markets or sell them to larger dealers who export them to the United States.

EXPORT OF FISH.

The following statement from the Collector of Customs at Winnipeg, shows the quantity and value of fish entered for exportation at this port, for the year ending 31st December, 1886:—

	Quantity.	Value.
Whitefish.....	Lbs. 604,708	\$26,745
Jack-fish.....	" 294,564	8,159
Fresh fish.....	" 150,435	5,320
Tullibee.....	" 85,246	1,801
Pickerel.....	" 76,707	2,586
Whitefish, salt.....	" 224,000	6,720
Yellow pike.....	" 43,975	2,096
Pike.....	" 17,873	645
Doré.....	" 5,544	206
Sturgeon	" 2,000	70
Perch.....	" 97	2
Total.....	<u>1,505,149</u>	<u>\$54,350</u>

No entry of fish for exportation was passed at any of the outposts.

Collector Philips, of Emerson, reports the following entries:—

Pickerel.....	Lbs. 2,000	\$ 60
Jack-fish.....	" 150	8
Whitefish.....	" 1,825	109
Smoked fish.....	" 440	38
Total.....	<u>\$4,415</u>	<u>\$215</u>

Collector Leslie, from the port of entry at Gretna, reports an entry of 8,400 lbs. of frozen jackfish, at a value of \$420.

I am indebted to the Hon. J. W. Taylor, United States Consul, for the following statement of exports of fish to the United States, for the year ending 31st December, 1886:—

Whitefish, fresh....	Lbs. 571,091	\$27,740 15
do salted	" 218,000	6,540 00
Jackfish, fresh.....	" 445,908	10,532 00
Pickerel (doré).....	" 115,932	4,869 97
Tullibee.....	" 97,920	1,836 92
Sturgeon.....	2,000	70 00
Total.....	<u>1,450,871</u>	<u>\$51,589 04</u>

The exportation has been to the following cities of the United States:—

	Pounds.
Buffalo	460,340
Minneapolis.....	282,568
do salt fish.....	214,000
Chicago.....	71,800
Detroit.....	70,003
St. Paul.....	351,540
Total.....	1,450,251

The export last year to the United States was 1,485,572 pounds, valued at \$54,662.51.

It will be observed that, there is a shrinkage in the export this year, as compared with last, of 35,321 pounds. I cannot account for this, unless it be from the fact that, the duty on fresh frozen fish from this Province was levied for the first time last spring, and traders, rather than pay this duty on some kinds of fish, sought a local market.

PROTECTION OF THE FISHERIES.

The question of how to best protect the fisheries is one that has agitated this Province for some time, owing to several conflicting interests. The Indians, on the one hand, desire to fish the whole year round, regardless of close seasons. Traders, as a rule, would like a short close season, and the people who are anxious to preserve the fishing resources of this country, think the season not long enough. I believe, however, that, a happy medium has been struck in the recently modified fishery regulations, which, when given a fair trial, will doubtless receive the approbation of all parties. Apart from the close season, the size of mesh in the nets used is often a source of trouble. Some fishermen have been in the habit of using seines and pound nets, contrary to the regulations. In two instances of this kind, fishermen had their nets seized for not complying with the law. This has had a salutary effect, and breaches of the regulations are now few. The practice of throwing saw-dust and other mill rubbish into the rivers and streams has, where discovered, been stopped, and all owners of saw mills warned that prosecution would follow any infraction of the regulations hereafter. In accordance with instructions from the Department, I destroyed a large quantity of saw-dust and other mill refuse, at an old mill site at the mouth of Winnipeg River, which was being washed into Lake Winnipeg in stormy weather or during high water. Complaints have, in several cases, been made of the wanton destruction of fish by shooting and spearing. I visited those localities and caused these illicit modes of killing fish to be stopped.

THE SPAWNING SEASON.

The spawning season for the different kinds of fish in this Province, has been open to much controversy. Many expressed the belief that climatic and other causes have an effect on the time in which fish deposit their ova. I gave the subject considerable attention and received a large number of letters from those who have watched the habits of fish in this country for years; and all agree that the dates fixed by the recently amended regulations, are likely to give most general satisfaction. In accordance with instructions received from the Department, in September last, and supplemented by suggestions from S. Wilmot, Superintendent of Fish Culture at Newcastle, Ont., I undertook to secure specimens of female whitefish, with a view of obtaining information as to the spawning condition, from time to time, of this species of fish at different periods during the close season in Lakes Manitoba, Winnipeg, Winnipegosis, Long and Qu'Appelle. My efforts to carry out the

instructions sent me partially failed, owing to early shipments from the nearest points failing to reach Newcastle in a fit condition for experiment. This was occasioned by the length of the journey, mild weather, and on account of the express car being heated by a stove. The specimens received at a later date from the above points, were shipped by freight in winter and will, I believe, reach their destination in good condition. Mr. Gilchrist, Overseer at Qu'Appelle, sent specimens direct to Newcastle from Qu'Appelle and Long Lakes. The following certified statements from two fishermen employed to obtain specimens in Lakes Manitoba and St. Martin, will give some idea as to spawning of whitefish in these localities:—

"A. McQUEEN, Esq.,

"Inspector of Fisheries, Manitoba.

"SIR,—I enclose a report of Ambroise Chaboyer, of the municipality of St. Laurent, on the east side of Lake Manitoba, with certificate attached, for whitefish caught in Lake Manitoba on the 5th, 10th, 15th, 20th, 25th and 30th October, also 5th November, 1886, as requested by yourself.

"Set a net on the evening of the 4th October, and took it up on the morning of the 5th; only caught three fish. Don't think they have come in to spawn as yet.

"Set one net on the evening of the 9th and took it up on the morning of the 10th; caught thirty-nine fish, about an equal number of males and females.

"Set one net on the 14th and took it up on the morning of the 15th; caught fifty fish. They were all females with the exception of three males.

"Set one net on the evening of the 19th, and took it up on the morning of the 20th; caught twenty fish, about an equal number of males and females.

"Set one net on the evening of the 24th, and took it up on the morning of the 25th; only caught six fish, of which four were males.

"Set one net on the evening of the 29th, and took it up on the morning of the 30th; caught seven fish, of which four were males.

"Set one net on the evening of the 4th November, and took it up on the morning of the 5th; only caught five fish, of which four were males and one female.

"Set one net on the evening of the 9th, and was unable to see it the following morning on account of ice having formed on the lake which was too weak to bear me up; a storm came on and broke up the ice and carried my net.

"On the 10th of October, I observed that, by holding the fish by the head the spawn came out freely. On the 15th, the spawn came more freely than on the 10th, and on the 20th, the fish appeared to have emitted nearly all their spawn, leaving the shore and going into deep water.

"I, Ambroise Chaboyer, of the Parish of St. Laurent, in the Municipality of St. Laurent and Province of Manitoba, make oath and say, that I caught with a one pound net, five and one-half inch mesh, the fish mentioned in this my report on the dates.

"AMBROISE CHABOYER."

"A. McQUEEN, Esq.,

"Inspector of Fisheries, Winnipeg, Manitoba.

"SIR,—I enclose a report of Baptiste Laronde, of the municipality of St. Laurent, with certificate attached, for whitefish caught at the Narrows of Lake St. Martin, in the Province of Manitoba, on the following dates, viz: 1st, 5th and 10th November, 1886, as requested by you.

"Set my net on the evening of the 31st October, and took it up on the morning of the 1st November; caught forty whitefish, of which two-thirds were females.

"Set one net on the evening of the 4th November, and took it up on the morning of the 5th; caught 342 whitefish, of which the greater number were females.

"Set one net on the evening of the 9th, and took it up on the morning of the 10th; caught forty-five whitefish, of which more were females than males.

"After 10th November, I observed that the catch of whitefish diminished rapidly.

"I, Baptiste Laronde, of the parish of St. Laurent, Province of Manitoba, make oath and say that I caught with a one pound net, five and a-half inch mesh, the fish mentioned in the preceding report, at the Narrows of Lake St. Martin, in the Province of Manitoba.

"BAPTISTE LARONDE."

FISHWAYS.

The work of placing fishways, in mill-dams on rivers and streams throughout this Province, referred to in my previous report, has been continued during the last year. The fish-pass constructed at Assissippi, Shell River, two years ago, having been found unsatisfactory, I caused an efficient fish-way to be put in its place, which gives satisfaction. Another fish-way was constructed last spring by Grant Bros., in their mill-dam at Todburn, on Bird Tail Creek. Messrs. McCullough & Herriot have also constructed one in their dam at Plum Creek, in the Souris District. In response to a petition signed by fifty settlers, complaining of an obstruction on the Boyne River, at Almissippi, near Carman, I visited the locality and instructed the owner, Mr. Glendenning to put a fish-way in his dam, and he agreed to do so. The Canadian Pacific Railway authorities put a sluice in their dam at Moose Jaw, but having been found after trial to be unsuitable, I asked General-Superintendent Whyte to have it replaced by a proper fish-way, which he agreed to do. I also requested him, in accordance with a request from the municipality of Morris, to have a suitable fish-way placed in the railway dam on the Morris River.

FISH CULTURE.

In my last report I briefly referred to this subject, and have nothing to add, except that some private individual have experimented in the direction of introducing German carp and black bass into this Province. The carp placed in suitable ponds last year, under my direction, have not yet sufficiently developed to pronounce an intelligent opinion on the experiment.

General Superintendent Baker, of the Manitoba and North-Western Railway, procured from Dr. R. O. Sweeney, Commissioner of Fisheries of the State of Minnesota, 250 fry of the large and small-mouthed black bass species. They were about six months old, five inches in length and of an average weight of one ounce each. They left the hatchery at St. Paul, in the early part of October, and were placed in Shoal Lake by Dr. Sweeney himself. Dr. Sweeney expresses the opinion that this lake is well adapted for the culture of these fish, as food suitable for them is abundant, and the water clear with a cobble and pebbly bottom, affording ample hiding and feeding grounds. I have encouraged this enterprise to the extent of recommending the Department that ample protection be given the young fish for a period of at least three or four years. Experiments with these fish in this direction have been attended with success in the adjoining State of Minnesota, and I see no reason why a similar result, might not be attained in a myriad of lakes, equally adapted for this purpose, in Manitoba and the North-West Territories. I have a large number of applications asking that both carp and bass be introduced into this Province, and should present expectations be realized in regard to the ventures already made, I believe it will be in the interest of for the Department of Fisheries to liberally encourage their culture.

OVERSEERS.

Previous to last year there was only one Overseer to assist me in carrying out the fishery regulations in the large territory under my supervision, Mr. F. C. Gilchrist, who has given every attention to the fisheries of the Qu'Appelle and Regina districts. I have since, with the assent of the Deputy Minister of Fisheries, employed the following persons as local fishery guardians:—

H. Martineau	Narrows, Lake Manitoba.
D. Devlin	St. Laurent do
John A. Fraser	Shoal Lake.
John Wood	Bad Throat River, Lake Winnipeg.
James Matheson	Bull's Head do

I found those persons of great service in carrying out the work entrusted to me by the Department, and herewith give extracts from some of their reports:—

F. C. Gilchrist, Overseer Qu'Appelle River and adjacent lakes, states that: "The winter of 1885-86 was a disastrous one to fishermen in this district, and especially at Long Lake; only ten tons of fish having been caught in the latter. Below is an estimate of the catch, which is at best approximative, as it is almost impossible to procure correct returns from the fishing population of the Territories. In the Qu'Appelle Lakes there were caught during the year 1886:—

	Lbs.	Value.
Whitefish	20,000	\$1,200 00
Pickarel	15,000	600 00
Tullipies	10,000	500 00
Pike	60,000	2,400 00
Total	105,000	\$4,700 00

"In Long Lake there were caught:—

	Lbs.	Value.
Whitefish	12,000	\$ 720 00
Pike	30,000	1,200 00
Pickarel	8,000	320 00
Total	50,000	\$2,240 00

"The water in these lakes is very low, so low indeed as to have stopped running in the Qu'Appelle River, between the different lakes. The fishery regulations are being more carefully observed, and as a result, fish are becoming more plentiful, especially tullipies and whitefish. The summer season's fishing has only been fair, caused principally by extraordinary low water."

H. Martineau, of the Narrows, Lake Manitoba, reports:—"I visited the fishing grounds on the west shore of Lake Manitoba, Ebb and Flow Lake, as well as the islands where fisheries were formerly established and I am glad to say that the close season was well observed. In several instances I was asked by parties who depended solely on fishing for a living, what they were to subsist on during the close season, and on enquiring fully into the circumstance, could not do otherwise than grant them permission to set one net, and I am aware that in not one instance was this privilege abused. In most cases I found they were anxious to have the close season well observed, as they think it will be for their own benefit in the future. From observations and enquiries I find that the close season is just in the right time for this section of the country. The nets in use are the ordinary gill nets, of the requisite size. There are no fishing boats other than skiffs and birch-bark canoes used. I did not visit Fairford River, Lake St. Martin, nor the eastern shore of Lake

Manitoba, being aware you had already passed through these places. There is only one portable saw mill worked by steam power in this locality, it stands on the bank of a small stream, at Ebb and Flow Lake, and does not in any way interfere with the fisheries. The people in this vicinity, with very few exceptions, fish for their own use, but at Fairford River and Lake St. Martin fish are in great abundance for market. The Indians catch on an average 250,000 whitefish, and in most cases sell more than half in exchange for other necessities. The half-breeds and other settlers take about 150,000 whitefish, and also sell in about the same proportion to traders. There are no sturgeon in these lakes, but pike are abundant. The largest buyers here are Messrs. Smally & Chantler, Moar & McDonald, William Sifton, David Cameron, Charles Wood, John McKenny & Co., and John Munroe."

John A. Fraser, of Shoal Lake, east of Lake Manitoba, only entered on his duties late in the year, and devoted most of the time at his disposal to making the fishery regulations known to fishermen. Parties were in the habit of shooting and spearing fish and of fishing throughout the close season. These violations of the law he succeeded in stopping, and all manifested a desire to fully comply with the regulations. Pike or jackfish are the principal fish in this lake, and are much sought after as a food fish. During the month of May, while on a visit there, some 10,000 fish were caught with lines and dip nets. The catch for the year must be considerable, and a ready sale is found at Reaburn Station, on the Canadian Pacific Railway.

Daniel Devlin, who has charge of the south and eastern shore of Lake Manitoba, with headquarters at St. Laurent Mission Station, reports having promulgated the fishery regulations throughout his district, where all evince a desire to comply with the law. He visited the whole shore from Clandeboy Bay to Long Point, in the autumn, and found the regulations generally observed. Some people complained that the close season was too long, and that it would prove a hardship to those who subsisted by fishing. He allowed them under the circumstances to use a small net each, particularly as the fall fishing was a failure. There are no sturgeon in Lake Manitoba, but pike abound, to the detriment of whitefish during the spawning season. Pickerel are also plentiful.

LAKE OF THE WOODS.

I visited this district in July, and again in November, and found very little fishing being done except what was caught by Indians and settlers for their own use. The total amount of fish of all kinds, exported from Rat Portage for the year ending 31st December, 1886, was only 35,000 pounds, and this quantity was shipped by a few small traders. The supply of fish in this lake is abundant and comprises whitefish, sturgeon, pike, pickerel, trout, perch, bass, tullipies and other varieties; yet, few seem to have taken advantage of what might be made a profitable industry. I visited the different treaty grounds with the Indian Agent of the Assabaskashing agency, during payment of the annuities, and found the Indians contented, and not entirely dependent upon fishing for a living, most of them having cultivated patches of ground in which they raise wheat, barley, potatoes and other garden vegetables. They also gather a crop of wild rice, usually plentiful around Lake of the Woods, and hunt game which is abundant, enabling them to realize a good deal from the sale of furs. Indians also find employment on Lake of the Woods with lumbermen of the district. There are six saw mills between Keewatin and Rat Portage, owned by the Keewatin Lumber Company, Dick & Banning, W. J. McAuley & Co., Cameron & Kennedy, Rainy Lake Lumber Co., and Bulmer & Co. The two last named have not been in operation during the past year. The cut of the other four runs from 50,000 to 80,000 feet per day. Nearly all of them have been in the habit of allowing saw dust to escape into the lake, to the detriment of fish. The mill owners have been duly notified of this violation of the regulations, and evince a willingness to comply with the law in future.

ROCK LAKE DISTRICT.

I inspected the lakes of south-western Manitoba in May last, and found fish in nearly all of them; principally pickerel, pike and suckers. I ascertained that settlers were in the habit of spearing fish in Pelican and Rock Lakes, and requested a magistrate of the locality to see that in future this practice is no longer indulged in. The catch in this part of Manitoba is not large, and almost entirely for local consumption.

LAKE WINNIPEG DISTRICT.

This is the principal fishing resort of this Province, and most of the large traders operate in Lake Winnipeg, with Selkirk as headquarters. I have, during the year, visited Fort Alexander, Silver Falls, Elk and Big and Black Islands, Bad Throat River, Grindstone Point, Humbug Bay, Bull's Head, Dog's Head, Swampy Island, the mouth of the Little Saskatchewan River, and other fishing stations in this lake. At Silver Falls, on the Winnipeg River, there is one saw mill, whose owners were in the habit of allowing saw dust to escape into the river; this I caused to be stopped, and destroyed by fire, as before stated, a large quantity of saw dust and other mill rubbish upon an old mill site at the mouth of said river. There are three saw mills on Bad Throat River; one driven by water power and the other two by steam. The owner of the former allowed saw dust to fall into the river, but I warned him to stop the practice. Whitefish and sturgeon are abundant at the mouth of this river. I appointed a guardian for this locality, and instructed him to see that the fishery regulations were enforced. Winter fishing at Bull's Head, in December, was not nearly as good as in previous years, the whitefish having moved to Grindstone Point, Pigeon Point and Bheren's River, where they were caught in abundance. The summer and autumn fishing at Little Saskatchewan River and Swampy Island was better than it has been for years. I reached the mouth of the Little Saskatchewan, the principal fishing station on Lake Winnipeg for autumn fishing, on the 5th of October, the first day of the close season, and was pleased to find that all nets in use had been hauled out of the lake, the evening before, in compliance with the new regulations. Indians congregate here to fish, from Fairford and Lake St. Martin Reserves, in large numbers, during the fishing season. There were upwards of one hundred Indians engaged fishing, who traded their fish for flour, bacon, tea, tobacco, twine, clothing, &c., supplied from two stores doing a thriving trade in this locality. The Indians, immediately after the fishing season, returned to their reserves. Icelanders and other white settlers also fish at this point.

LAKE MANITOBA DISTRICT.

I left here, on my return from Lake Winnipeg, 12th October, to make an inspection of fishing stations on Lake Manitoba, calling at St. Laurent, Oak Point, Dog Creek, Long Point, Ebb and Flow Lake, The Narrows, Fairford, and the Narrows of St. Martin's Lake. It was during the close season, and in almost every station I found the regulations duly observed. In a few instances I found Indians fishing for their own use. The chiefs and councillors of the Indians on the Fairford Reserve asked for a consultation with me in regard to the fishery regulations, to urge the reservation of all fishing rights to them on the Fairford and Little Saskatchewan Rivers. I made arrangements, through the Rev. George Bruce, missionary at the Fairford Reserve, to meet the Indians and hear their appeal. Mr. Bruce kindly acted as an interpreter. After hearing their statements, I told them that more indulgence had been extended to the Indians than to other fishermen, and that I could not recommend the granting of so large a reservation for their exclusive use. They appeared satisfied with the explanations made, and agreed to allow matters to rest as they were for another year. St. Laurent, Clandeboye Bay, Sandy Bay, Ebb and Flow Lake, Fairford, and the Narrows of Lake St. Martin, are

the principal fishing stations on Lake Manitoba. The catch in the first three places is principally pike and pickerel, while in the three last it is nearly all white-fish. The water in the Fairford and Little Saskatchewan Rivers was lower during the past season than it has been known to be for the past twenty years. Fishing was not so good last season in this lake as in previous years, owing, no doubt, to low water and the extension of the close season. Rev. Mr. Bruce, who kindly consented to make observations for me in the Fairford district, reports the fishery regulations as having been strictly observed. He states that the Indians are fully disposed to comply with the law in regard to taking out licenses. The average catch for each family did not exceed 300 fish during the season, which only enabled them to buy a few of the bare necessities of life. Fishing will, doubtless, be better another year.

I have the honor to be, Sir,

Your obedient servant,

ALEX. McQUEEN,

Inspector of Fisheries, for Manitoba and the North-West Territories.

RECAPITULATION.

Of the approximate yield and value of the Fisheries of **Manitoba and North-West Territories in 1886.**

Kinds of Fish.	Prices.	1886.	
		Quantity.	Value.
			\$ cts.
Whitefish, fresh..... Lbs.	0 05	2,697,597	134,879 85
do salt..... Bbls.	7 00	2,414	16,898 00
Pickeral (Doré)..... Lbs.	0 04	263,364	10,534 56
Pike (Jack fish)..... do	0 03	626,929	18,807 87
Sturgeon..... do	0 05	18,000	900 00
Tullibee..... do	0 02	96,246	1,904 92
Smoked fish..... do	0 10	440	44 00
Mixed fish..... do	0 02	150,533	3,010 64
Total value of Fisheries			186,979 84

APPENDIX No. 10.

REPORT OF COMMANDER A. R. GORDON ON THE FISHERIES OF HUDSON BAY.

METEOROLOGICAL OFFICE,

TORONTO, 3rd November, 1886.

The Honorable
 GEORGE B. FOSTER,
 Minister of Marine and Fisheries,
 Ottawa.

SIR,—Having now completed my third voyage to Hudson's Bay, I desire to draw your attention to the value of the fisheries in that part of the Dominion of Canada.

The Government of Newfoundland exercises jurisdiction over that part of the Labrador, east of a line joining Cape Chidley, with the river running into Blancs Sablons Bay, in the Straits of Belle Isle; to the west of this line lies all the Coast of Ungava Bay, Hudson's Straits and Hudson's Bay.

The mammals and fish possessing commercial value in these waters are the whale, the uni or narwhal, the white whale, the porpoise, as well as all the different kinds of seals, the walrus, and polar bear. Of the fish, salmon and trout only, are at present exported, although a very fine species of whitefish is found in Nelson River.

The whale fishing in Hudson's Bay has for many years past been actively prosecuted by citizens of the United States, from Massachusetts, and other New England States. The voyage is generally made in comparatively small sailing vessels, and occupies about eighteen months; leaving their New England port about June of each year, they make the best of their way to Marble Island in the north-west of Hudson's Bay, arriving there sometime in September. As many as four ships have, I am informed, wintered together in this small harbor, then sawing out of the ice early in June of the following year, they cruise throughout Hudson's Bay and Rowe's Welcome, and return, leaving the Bay for home early in September.

That the pursuit of this fishery has been fairly profitable may be presumed from the fact that it is still carried on.

Last winter two vessels belonging to New Bedford, Mass., called the "Wave," and "George and Mary," wintered at the Island. Besides, whale fishing, these whalers, trade with the Eskimo for musk ox robes, and other furs, though, in this particular part of their business they have now the active competition of the Hudson's Bay Company, who send three large boats each year to trade with the Eskimo of the Marble Island District.

Besides these whale ships there is on the northern shore of Hudson's Straits a station maintained by a New England Company for the purpose of whaling and trading with the natives. The staff consists at present of Capt. Nipgin and four other white men. They have several complete whale boats, thoroughly equipped, and have trained the Eskimo of the district until they are as expert in a whale boat as any seamen. Three boat's crews of Eskimo are employed by Capt. Nipgin, in May of each year, and these being stationed along the coast, at points some little distance from each other, are prepared to follow any whale which may appear in the open water, which occasionally shows when the ice has blown off the land. For the past two years they have not succeeded in capturing any whales

at this station, but the expenses are small, and the capture of a single right whale added to the profits which must accrue from trading with the Eskimo, would make the venture a financial success.

One of the Dundee whaling fleet this year passed North Bluff, intending to fish in Hudson's Bay, but from the date of her passing our station at Ashe Inlet I have heard nothing of her.

The uni or narwhal is, though small, a good blubber whale. Five of them were seen together this year when in the ice off Nottingham Island.

The white whale fishery is largely prosecuted by the Hudson's Bay Company, both directly by them and by the purchase of skin and blubber from the Indians and Eskimo. I have in previous reports described the methods used at Churchill for trapping this fish, and the fishery there was for this year so successful, that the nets were taken up, although the whales were still plentiful in the harbor, the reason given being that every package which could contain oil was already filled. At York Factory the number of these fish taken is very small. The Indians shoot the whales as they pass up the Nelson River, and drag for their carcasses in the shallow water at low tide. In this way many carcasses are lost.

Whilst making the survey of the channel in Nelson River this year, I was greatly struck by the almost incredible number of these mammals which were passing up and down over the shoals at the mouth of the river at each tide.

At Ungava large numbers of these animals are also secured, and altogether the fishery cannot be regarded as other than a considerable source of profit to the Hudson's Bay Company.

Next in order of value to the white whales I place the walrus, but except for the few that are killed in the Marble Island District by the Eskimo for the sake of the ivory, and their flesh, which they eat, none are at present taken. Their skins, however, are now a valuable article of commerce, being worth from three pence to ten pence sterling per lb. when green salted. These animals, also, at some seasons of the year yield a considerable quantity of blubber.

The walrus are very numerous in the bay, but seem from my observations to be migratory in their habits. In 1884 large numbers of them were seen at Nottingham Island, in 1885 very few were seen here, but they were numerous off Digges' Island, and down the eastern coast of Hudson's Bay, at the Ottawa Islands. This year they were again numerous in the neighborhood of Nottingham Island, very few indeed being seen at Digges'.

A walrus hide of average size when salted would weigh upwards of 300 pounds, and taken the average price of 15 cents per pound, each hide would be worth \$45; the weight of blubber in the early part of the season would run about the same as the hide, this would be worth say \$10 more, and with an ordinary pair of tusks worth \$5, each walrus would be worth upwards of \$60.

Seals are numerous and form, at certain seasons of the year, the principal diet of the Eskimo.

The salmon fishery is at present only prosecuted by the Hudson's Bay Company in Ungava Bay. Up to this year large quantities of salmon caught in the rivers flowing into Ungava Bay, have been sent home fresh, in the company's refrigerator steamship the "Diana." I am informed that they now find it more profitable to export salted salmon, and have this year done so. I was also informed that it was the intention of the company to extend this branch of their business. Others rivers, flowing into Hudson's Straits at the south side, have large quantities of salmon in them, and for the quality of the fish I can vouch, as I have never tasted finer salmon than I got freshly killed, from the Eskimo at Stupart's Bay.

At the present moment the entire trade of Hudson's Bay is carried on by the Hudson's Bay Company and these American whalers. The Hudson's Bay Company pay to the Canadian Government full duties on the whole ship's invoice of goods imported for their trade, and then with these duty paid goods have to compete for the Eskimo trade with the American whalers who pay no duties, taking their outfits out of bond. This tells especially hard at the present time, inasmuch as the

company now go to very considerable expense to send up each year a fleet of three large schooner-rigged boats to carry on the trade.

The right of Canada to regulate the fishing in Hudson's Bay and Straits is, I think, unquestioned, and I also think it somewhat one sided, considering our relations with the United States fishermen, that we should continue to allow them to frequent the bay, without some recognized permission authorizing the carrying on of their trade.

That whales are remarkably timid animals, and will desert any ground which is much hunted, is shown by the fact that the Dundee whalers have had to follow them year by year farther north.

Hudson's Bay has water communication with the Gulf of Boothia for whales, if not for steamships, and I do not doubt that if the whale fishery were closed altogether in Hudson's Bay for a comparatively short time that these animals would return in large numbers to the bay. Several were seen this year, but not so many as we saw in 1884, and the fact that between the two whale ships, the "Wave" and the "George and Mary," only one fish had been secured prior to the 1st of August, would make me think that the whales were being driven out of the Hudson's Bay as they have been out of the Gulf of St. Lawrence. At any rate it is worthy of notice that at the present moment no Canadian is deriving profit from the resources of Hudson's Bay, except the few who may be shareholders in the Hudson's Bay Company.

In a previous report I drew attention to the fact that Newfoundland now collects duty on articles consumed at Fort Chimo or traded to the Indians of interior Labrador, all of which is clearly Canadian, not Newfoundland Territory.

The suggestions I would make in reference to this whole question are:—

1st. That you should consider whether it would not be well to close altogether for a time the whale fishery in Hudson's Bay and Straits.

2nd. That if foreigners are to be permitted to prosecute their fishing, that a license duty should be charged on each ship, and methods of fishing prescribed.

3rd. That a rental for salmon rivers should be exacted.

4th. That the duties collected for Fort Chimo and inland Labrador, which I am given to understand received by Newfoundland, should be paid over to the Canadian Government.

If these suggestions are carried out I think the revenue derivable would go a long way towards paying the expenses of sending a Government vessel each year to these waters.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

ANDREW R. GORDON, Lieut. R. N.,
Commanding Hudson Bay Expedition.

REPORT

ON

FISH-BREEDING

IN THE

DOMINION OF CANADA

1886.

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REPORT OF MR. SAMUEL WILMOT,

SUPERINTENDENT OF FISH CULTURE

FOR THE

DOMINION OF CANADA.

1886.

Hon. G. E. FOSTER,
Minister of Marine and Fisheries,
Ottawa.

NEWCASTLE, Ont., 31st December, 1886.

SIR,—I beg to submit herewith the annual report of proceedings connected with artificial fish-breeding throughout the Dominion of Canada for the year 1886. In an appendix attached will also be found the several reports of officers in charge of individual hatcheries.

Particulars will be given of the numbers of the different species of fry, which were bred and distributed from the several hatcheries during the spring of 1886; and, also, the quantities of ova collected and deposited in each of the fish-nurseries during the autumn of 1886.

LIMITS AND SUCCESS OF THE WORK.

This report will also embody tabulated information regarding each of the twelve fish-breeding institutions now in active operation at different points in the Dominion, reaching from New Westminster, on the Pacific Coast, to various localities in the several Maritime Provinces, bordering on the Atlantic, from which it will be found that the results of the work at nearly all of the establishments have been of a satisfactory nature. The rearing and distributing of fry, and the gathering of supplies of eggs of the "salar," and "quinnat" species of the salmonoid family has been, with but one exception, in Prince Edward Island, attended with unusual success. This was the case also with the hatching and planting of the fry of salmon-trout, speckled-trout, and whitefish; but a considerable falling off has been experienced in the collecting of salmon-trout ova at Georgian Bay, during the past autumn. The numbers of eggs collected and of fry distributed of the pickerel (doré), or wall-eyed pike, were also very satisfactory.

DESCRIPTION OF FISH BREED IN THE HATCHERIES.

The kinds of fish operated upon at the several nurseries of the Dominion includes the following namely: Of the salt water salmonidæ, two of the *Oncorhynchus* family of the Pacific waters, the "quinnat" (*Chouica*) and the Suck-eye (*Norka*) are utilised at the Fraser River hatchery in British Columbia. In the Eastern, or Atlantic Provinces, the hatcheries are supplied with eggs of the *Salmo Salar*, which is the only description of sea salmon indigenous to the rivers of the Maritime Provinces. Of fresh water salmonidæ, such as the salmon-trout of the great lakes (Namaycush), the speckled trout of the streams (*Salvalinus Fon-*

tinalis); and the whitefish of the lakes *Coregonus-albus*; these are cultivated almost wholly at the Newcastle establishment in Ontario. Of the Percidæ family the *Lucioperca*, commonly called pickerel (doré), wall-eyed pike, and pike-perch, large numbers are bred at the Sandwich hatchery in Ontario.

BLACK BASS AND CARP.

In former years black bass (*Micropterus dolomieu*) and carp (*Cyprinus carpio*) were handled in a small way at the Newcastle hatchery, with a view to their artificial propagation. The experiments with the former were quite satisfactory; with the latter the trials were merely nominal; operations with the bass and carp have been discontinued for the want of properly constructed ponds, which are found to be essentially necessary, for the successful breeding and keeping of these fish. It is extremely desirable that arrangements should be made by which bass and carp should be propagated in large numbers at such of the nurseries as may be found to possess the greatest convenience for carrying out the work; especially as the demands are becoming very numerous from persons in various sections of the country where the waters, from high temperature and impurities, are adapted only for these kinds of fish, and in which the salmonoid species, from the same causes, cannot now exist.

STRIPED BASS.

In connection with this subject, and in view of the impending destruction and evident annihilation of the sea or striped bass (*Morone lineatus*) still frequenting the estuaries of some of the rivers in the Maritime Provinces, it is advisable that efforts should be put forth to maintain, as far as possible in those waters, this highly valuable fish, by an application of the artificial methods of propagation. With the now general use of automatic fish-egg incubators for the hatching of the smaller, and lighter descriptions of ova (not dissimilar to those of the striped bass) it might be safely assumed that success would attend the undertaking, more particularly on the Miramichi River, where these fish are yet taken in considerable numbers in the immediate vicinity where the Miramichi salmon hatchery is now established, and in which experimental trials could be readily and economically made.

SHAD.

Pursuing this subject still further, in the endeavor to restore to some of the great rivers in the lower provinces, a portion, at least, of the fisheries wealth, which in former years was so fully developed in them, and witnessing the almost incredible success which has attended the work of Prof. Baird, United States Fisheries Commissioner, in re-stocking many of the rivers in that country which had become quite depleted of shad (*Clupea sapidissima*) and learning that this valuable commercial fish inhabited the rivers of the Bay of Fundy and other parts of the coast of New Brunswick and Nova Scotia in former years in great abundance, it now becomes a question whether efforts of a like nature as those instituted by the United States to re-habilitate their rivers with this fish wealth, should not be undertaken in Canada.

SPECKLED-TROUT.

The breeding of speckled-trout has not been entered into extensively hitherto; only moderate numbers of eggs of this fish have been obtained during the past few years. The demand for trout-fry has now become very great indeed, and the numerous applications could not be filled. Hitherto a few thousand trout-ova have been collected at Tadoussac hatchery in Quebec; these, when semi-hatched, were forwarded to the Newcastle nursery, and when fully hatched, the fry have been

distributed ratably amongst the several applicants; but the proportions allotted have necessarily been so small, that expressions of discontent have been freely uttered as to why speckled-trout should not be more largely cultivated at the Newcastle hatchery, and in such numbers as would bear a more favorable comparison with the many millions of salmon-trout and whitefish fry, which are annually turned out of this hatchery.

The invariable reply to this question has been, that as the hatchery is a public or governmental establishment, the main object was to produce from it such descriptions of fish as would be most suitable for commercial purposes, and from which the general public would derive the greatest amount of good, in foreign and home traffic, and for domestic use. That speckled-trout, although highly prized for their edible and gamy qualities, did not come up to this estimate for benefitting the country from a commercial point of view, in like manner as the salmon-trout and whitefish, which are undoubtedly the standard for fish wealth in the inland lakes, and other fresh waters of Canada.

The rearing and general distribution of the salmon trout and whitefish having now reached a satisfactory position by practical application and systematic arrangements, it should be held advisable to turn attention to the production of other kinds of fish, especially the speckled-trout, in order to meet the generally expressed wishes of numerous applicants, who desire to re-stock streams and other waters with this very desirable fish.

Strong efforts were made to collect large quantities of the eggs of the speckled trout during the past season, which have not resulted as satisfactorily as wished for. From the Tadoussac hatchery in Quebec, only a moderate supply was obtained; from the Ristigouche, where it was confidently expected a million or more would have been secured, only a few thousand were collected; and from an expedition fitted out to collect these eggs in the Muskoka waters, where it was supposed unlimited quantities could be got, failure was the result; but from causes, which the officer who made the attempt reports can be remedied in getting satisfactory numbers of ova another year. (See appendix report No. 11.) Renewed efforts should be made another season to obtain a satisfactory supply of trout eggs, and in addition to the species, natives of Ontario and the Atlantic Provinces, exertions should be made to procure supplies of eggs of the California and other descriptions of trout inhabiting the streams of the Pacific Slope, as it is now held by many fish culturists in the United States that these trout are better adapted for the higher temperature of the water in our streams than our own native trout.

DISTRIBUTION OF FRY HATCHED IN 1886.

There were planted in the waters of Canada from the several fish hatcheries, in the aggregate 76,724,000 young fish of various kinds during the season of 1886. They consisted of the following species, namely:—

Atlantic salmon (<i>Salmo salar</i>).....	7,857,000
Pacific do (<i>Salmo gairdneri</i>).....	2,625,000
Lake salmon trout (<i>Salmo namaycush</i>).....	7,391,000
Lake whitefish (<i>Coregonus a. bus</i>).....	43,800,000
Lake pickerel or doré (<i>Lucioperca</i>).....	15,000,000
Speckled trout (<i>Salmo fontinalis</i>).....	51,000
Grand Total.....	76,724,000

The following table will show the gross number of young fish of various kinds that were hatched and turned out of the several individual hatcheries in the various Provinces of the Dominion during the season of 1886. The particular

localities in which these young fish were planted are given in the reports of the officers in charge of hatcheries, in the appendix hereto attached :—

Hatchery.	Province.	Number of Fry.	Species.
Fraser River.....	British Columbia.....	2,625,000	Salmon.
Sydney	Nova Scotia (O.B.).....	1,175,000	do
Bedford	do	960,000	do
Dunk River.....	P. E. Island	400,000	do
St. John River.....	New Brunswick.....	790,000	do
do	do	741,000	Salmon-trout.
do	do	650,000	Whitefish.
Miramichi.....	do	945,000	Salmon.
Ristigouche	Quebec	1,380,000	do
Gaspé.....	do	576,000	do
Tadoussac	do	1,617,000	do
Magog.....	do	1,400,000	Salmon-trout.
Newcastle	Ontario.....	5,250,000	do
do	do	1,150,000	Whitefish.
do	do	51,000	Speckled-trout.
Sandwich	do	42,000,000	Whitefish.
do	do	15,000,000	Pickarel.
	Total	76,724,000	

DISPOSITION OF EYED OR LIVING EGGS FROM THE NEWCASTLE HATCHERY.

Independent of the young fish that were turned out of the Newcastle hatchery, there were also large numbers of "eyed" or semi-hatched ova of salmon-trout, and whitefish shipped to the hatcheries in Quebec, Nova Scotia and New Brunswick, and many were also sent to England and Newfoundland, as per following statement :—

Salmon-Trout.

Newfoundland.....	500,000
Colonial Exhibition, London.....	50,000
Magog hatchery, Quebec.....	1,200,000
Bedford do Nova Scotia	1,000,000
St. John River hatchery, New Brunswick.....	1,000,000
Total.....	<u>3,750,000</u>

Whitefish

Newfoundland.....	200,000
Colonial Exhibition, London.....	200,000
Bedford hatchery, Nova Scotia.....	1,000,000
St. John River hatchery, New Brunswick.....	750,000
Total	<u>2,150,000</u>

Grand total of fry and semi-hatched eggs turned out of the Newcastle hatchery, 1886 :—

Salmon-trout fry	5,250,000
do semi-hatched eggs.....	3,750,000
Whitefish fry.....	1,150,000
do semi-hatched eggs.....	2,150,000
Speckled-trout fry.....	51,000
Grand total.....	<u>12,351,000</u>

NUMBERS AND DESCRIPTION OF FISH EGGS COLLECTED IN 1886.

The following statement will give the numbers of fish-eggs collected and deposited in the several hatcheries; and the description of fish from which the ova were obtained, amounting in the aggregate to 93,224,900 :

Hatchery.	Province.	No. of Eggs.	Species.
Fraser River.....	British Columbia.....	7,316,000	Salmon.
Sydney.....	Nova Scotia (C.B.).....	2,000,000	do
Bedford.....	do.....	2,000,000	do
Dunk River.....	Prince Edward Island.....	620,000	do
St John River.....	New Brunswick.....	52,000	do
Miramichi.....	do.....	1,020,000	do
Ristigouche.....	Quebec.....	1,700,000	do
Gaspé.....	do.....	704,000	do
Tadoussac.....	do.....	997,900	do
Magog.....	do.....	.....	.....
Newcastle.....	Ontario.....	4,225,000	Salmon-trout.
do.....	do.....	100,000	Speckled do
do.....	do.....	1,500,000	Whitefish.
Sandwich.....	do.....	46,000,000	do
do.....	do.....	25,000,000	Pickarel.
Total.....	.....	93,224,900	

TABLE SHOWING AVERAGE COST IN CAPTURING PARENT FISH AND COLLECTING EGGS.

The following tabulated statement will show the number of parent fish and eggs, and their cost, as obtained for the use of each of the fish hatcheries. The relative numbers of the sexes are also given, with the average quantity of eggs produced by each female.

The contrast as shown between the cost of parent fish and eggs in some of the hatcheries is most conclusive as to the absolute necessity for adopting better means in the future—yet it would be unfair to compare the cost of the Pacific “quinnat” salmon, with those of the Atlantic rivers, on account of the immense numbers of fish to be had in the Fraser River, and the easy means of catching them.

The several fish hatcheries in the Dominion having been built at considerable expense on the most approved plans for artificial fish breeding, and supplied with the latest improved appliances for hatching the ova, and fostering the fry; it is of paramount importance that these establishments should be thoroughly filled with eggs. To do this, sufficient numbers of parent fish must be obtained by the application of such means as will be most reliable, safe, and economical to accomplish the desired end.

METHODS FOR CAPTURING PARENT SALMON.

There are several methods adopted at the present time for obtaining supplies of parent fish to provide the hatcheries with eggs. By far the least expensive one is to entice the salmon on their passage up river, into a safely constructed trap-like enclosure; where they can be retained until ripe for spawning and then set free again. This system is not of easy application, unless the stream is moderately small, and easily controlled. No. 4, Dunk River Hatchery, as shown in the following table is provided with this method for capturing the parent stock of salmon; and gives the minimum cost of about 45 cents for each fish, with a trifle over 9 cents per thousand for eggs.

Another method is adopted at the Ristigouche, Gaspé and Tadoussac hatcheries where the early runs of salmon in June, July and August are netted by employees of the hatcheries, or purchased from fishermen owning stations on the rivers, at current market prices; these fish are carefully handled from the nets, and transported in scows specially made for the purpose, to pens, or retaining ponds near

by, through which the tide, or current of the stream freely runs (pure tidal water of the sea is preferable for their healthy keeping); here the salmon are kept till spawning time arrives in October and November. After being manipulated they are set at liberty again, without any losses worthy of mention. At these three establishments the cost of each fish, including their guardianship in the pens throughout the seasons, averaged about \$2.75, and the eggs ranged at about forty-four cents per thousand. This system after several years of practical application has proved to be the most satisfactory from every point of view in which it may be considered, and ought to be connected with the working of every hatchery in the Dominion where circumstances will fairly admit of its application.

The system pursued at the Sydney, Bedford, St. John and Miramichi hatcheries to secure parent salmon for breeding purposes, is to take them with nets at the spawning time or just previous to it. While this method proved satisfactory, both as regards the number of fish captured and the quota of eggs obtained for the Sydney and Miramichi hatcheries, the result for the Bedford and St. John River hatcheries was very unsatisfactory.

At the Magog, Newcastle and Sandwich hatcheries where salmon-trout, whitefish and pickerel are largely bred, no other course can be pursued for obtaining the necessary supplies of eggs, but by capturing the parent fish at the spawning time and during the close season. It is shown by the statement that the cost of collecting some 46,000,000 of whitefish eggs was \$438, barely one cent per thousand; and of 25,000,000 of pickerel eggs about a cent and a quarter per thousand.

It will be noticed that two stations were used for gathering the eggs of the salmon-trout—one at Pigeon Island, in Lake Ontario, where the ova per thousand cost between 17 and 18 cents; the other and more important station is at Wiarton, on the Georgian Bay, where the expense incurred was at the rate of 36 cents per thousand for eggs. Owing to the unsuccessful effort on the part of the contractor to capture parent salmon-trout at Wiarton, the quantity of ova was reduced to one-fourth of the previous supply of 1885, which was nearly thirteen millions. With this supply, 9 cents per thousand would have been the average cost of the salmon-trout ova, instead of 36 cents.

TABLE showing the Number and Cost of Parent Fish and Fish Eggs obtained for the Canadian Hatcheries, 1886.

No.	Name of Hatchery.	Locality.	Total Number of Parent Fish	Number of Male Fish.	Number of Female Fish.	Total Number of Fish Eggs Collected.	Total Cost of Collecting Eggs.	Average Number of Eggs from each Female.	Average Cost of each Fish.	Average Cost of Ova per M.	Description of Fish.
1	Fraser River	British Columbia	2,900	1,360	1,600	7,316,000	1,084 00	4,570	\$ cts. 0 37½	0 14½	Pacific salmon.
2	Sydney	Capre Breton, N.S.	493	124	371	2,000,000	1,046 08	5,408	2 11½	0 52½	Atlantic salmon.
3	Bedford	Nova Scotia	280	40	220	2,000,000	1,329 00	9,080	5 11	0 66½	do
4	Dunk River	Prince Edward Island	128	34	94	620,000	58 00	6,800	0 45½	0 08½	do
5	St. John River	New Brunswick	17	5	12	53,000	292 00	4,330	17 18	5 68	do
6	Wiramitchi	do	284	114	170	1,020,000	470 00	6,000	1 65½	0 46	do
7	Ristigouche	Quebec	331	161	170	1,700,000	1,023 00	10,000	3 09	0 60	do
8	Gaspé	do	97	32	65	704,000	324 00	10,880	3 34	0 46	do
9	Tadoussac	do	145	53	93	997,900	269 00	10,730	1 85½	0 27	do
10	Total Salmon	Eggs, &c.	4,657	1,863	2,785	16,409,800	5,893 00				do
11	Magog	Quebec	Nil.								
	Newcastle	Ontario	1,114	122	992	2,725,000	935 00		0 88	0 36	Salmon Trout.
	do	(Warton)	556	122	428	1,500,000	268 00		0 48	0 17½	do
	do	do				100,000					Speckled Trout.
	do	do				1,500,000					Whitefish.
	do	do				46,000,000	438 00			0 01	do
12	Sandwich	do	No count kept.			25,000,000	315 00			0 01½	Pickarel (Doré)
	do	do				93,224,900					

*NOTE.—No fish were netted in the Magog Lakes. Magog Hatchery will be supplied from Newcastle Hatchery in March, 1887, with eyed ova of salmon trout

REMARKS ON THE SATISFACTORY RESULTS FROM THE ARTIFICIAL BREEDING OF WHITEFISH ON THE FISHERIES OF LAKE ERIE.

Hereto will be found appended a paper taken from the published bulletin of the United States Fish Commission at Washington, D.C., on the results of planting young whitefish in Lake Erie and what the fishermen think of whitefish propagation. This paper contains most satisfactory evidence of the success which has attended the artificial breeding of whitefish, by the United States and Ohio, and Michigan States Fish Commissions; and inferentially also by the Canadian Fisheries Department, as applied to the waters of Lake Erie. The statements referred to are given by some forty, or more practical fishermen and fish dealers engaged in the fishing industry on the American side of the line, extending from Erie, Pa., westward to Toledo, Ohio, on Lake Erie. These statements are well worthy of perusal by all persons interested in the fisheries prosperity of the Dominion of Canada, as specially bearing upon the positive benefits arising from, and the importance to be attached to the artificial breeding of whitefish (and I may also add of other kinds of fish) by the methods now adopted in Canada, and in the United States.

Mr. Frank N. Clarke, the writer of the paper referred to, is a practical fish culturist on the staff of Prof. Spencer F. Baird, the Chief Commissioner of the United States Fish Commission. Mr. Clarke says that 81,900,000 young whitefish were planted in the waters of Lake Erie, from the spring of 1875 to 1882 inclusive, by the several States Commissions above mentioned, and he properly adds "that some plants were also made by the Canadian Commission during the same years, but he was unable to give the figures."

It is well therefore that I should here give the numbers of young whitefish which have been bred, and turned in the Detroit River and Lake Erie by the Canadian Government from the one and only whitefish nursery located at Sandwich on the Detroit River; this distribution of Canadian whitefish fry coupled with the plantings by the American Commissions will give undoubted evidence of the benefits derivable from the Sandwich hatchery to our Canadian fishermen, as well as the satisfactory results which have been participated in from it by the numerous fishermen on the American side of Lake Erie.

The following figures will give the planting of young whitefish in the Detroit River and Lake Erie from the Sandwich hatchery during the following seasons:—

Season of 1876.....	8,000,000
do 1877.....	8,000,000
do 1878.....	20,000,000
do 1879.....	12,000,000
do 1880.....	13,500,000
do 1881.....	16,000,000
do 1882.....	21,000,000
Total.....	98,500,000
From the several American hatcheries, per Mr. Clark's statement.....	81,900,000
Surplus in favor of Canada.....	16,600,000

These figures show that a surplus of some sixteen and a-half millions, or upwards of 20 per cent. more whitefish fry were put in the waters of Lake Erie from the one Canadian hatchery than from the combined nurseries of the United States, and Ohio, and Michigan State Commissions during the years mentioned.

Mr. Clarke's views as given in the paper regarding the time taken for whitefish to arrive at sufficient maturity to be taken by fishermen for marketable purposes, is, I am inclined to think, at least one season too soon. From my experi-

ence in growing these fish, I would say that from the spring of 1882 (the last named planting) to the fishing season of 1884 would not be time enough for white-fish to obtain a sufficient growth to make them a suitable market fish. But that they would almost necessarily require a longer period for growth to fairly base a correct data upon which to form sound calculations for commercial returns. In this view of the matter, then the plantings of the spring of 1882 should be withdrawn from Mr. Clarke's calculation, in order to show more correctly the results which the "forty or more American fishermen" have established by their statements in the bulletin regarding the undoubted increase in their catch of white-fish since the fish-hatcheries were established.

By taking the plantings then of the season of 1881 to be the latest "that could be called due in the fall of 1884," from which the fishermen could reasonably derive commercial benefits; it will be found that the numbers of young white-fish put into the waters of Lake Erie from 1875 to 1881 inclusive would amount to 117,400,000; of these 39,900,000 were turned out of the several American hatcheries mentioned by Mr. Clarke and the balance or 77,500,000, were put out from the one Canadian nursery at Sandwich.

The evidences which Mr. Clarke has obtained from the fishermen themselves, and which he has so ably recorded in the "Bulletin" of the United States Fish Commission at Washington, are most conclusive in showing the benefits which have resulted from the planting of young whitefish in Lake Erie from the fish-breeding establishments operated by the United States, and Ohio, and Michigan Fish Commissions, and from the Sandwich hatchery carried on by the Fisheries Department of Canada. The "Bulletin," also furnishes undoubted evidence for the deduction that the whitefish hatchery at Sandwich, on account of the greater numbers of fry (nearly double) distributed from it, has rendered to the fishermen of Lake Erie, on both sides of the line, a far greater percentage of the reported increase in the catch of whitefish referred to by the fishermen, than has been derived from all the other nurseries which have been engaged in the artificial propagation of this highly esteemed and valuable fish.

Again if the improvement in the take of whitefish is as reported by the forty and more fishermen named in the "Bulletin" herewith appended, and it cannot well be doubted, for the proofs are so thoroughly established by the very fishermen themselves who are practically engaged in fishing, a further deduction must be drawn that this increase in the whitefish industry referred to, must be largely attributable to the work carried on at the Canadian hatchery at Sandwich, and may be estimated in the following comparative rates, namely: If the plantings of 1882 (which Mr. Clarke says include the latest plantings that could possibly be called due in the fall of 1884) be taken as the period from which to base commercial benefits to the fishermen in 1884, then the one Canadian institution at Sandwich is entitled to claim a credit of 20 per cent. more than all the other hatcheries combined for bringing about this great improvement in the catch of whitefish. But if the season of 1881, which is no doubt the more reasonable period from which to count the origin of the improvement of the whitefish trade in 1884, be established. Then the Canadian nursery must receive about 94 per cent. greater credit for the increase over the other hatcheries engaged in the work of stocking Lake Erie with whitefish.

From the proofs contained in the appended bulletin, and the deductions to be drawn from the statements therein given, it must appear conclusive that the improvement in the whitefish fisheries of Lake Erie is to be mainly attributable to the successful operations at the Canadian whitefish hatchery at Sandwich. I have, therefore, embodied Mr. Clarke's official paper along with my report on fish cultural operations for 1886, believing it to be an instrument of great importance for giving undoubted proof of the efficiency of well directed artificial fish culture, and at the same time rebutting the senseless criticisms which are often made by certain persons, who from ignorance or from worse motives, decry an industry, which from

the evidence herein contained, is being highly appreciated by our American neighbors, if not by a certain class of our own citizens.

In connection with this subject of "what the fishermen think of whitefish propagation," it is put forth by many that whilst the Canadian Government is protecting the fisheries by establishing close seasons, and turning out immense numbers of young fish from the Sandwich hatchery, the greater benefits derivable from such a policy are being enjoyed by the fishermen on the American side. It is also alleged that on account of the very extensive trap-net fishing carried on at the head of Lake Erie, the young fish artificially hatched and put into the Detroit river, when on their return as adult fish are taken in these trap-nets by American fishermen, and consequently the river fisheries, which at one time were profitably carried on, are now from the above mentioned causes nearly ruined. This latter argument, no doubt, holds good, but cannot be remedied, as the river fisheries for whitefish must necessarily succumb to the more extensive lake fisheries, by reason of the wholesale destruction and unlimited working of the trap-net system, and the number of persons and amount of capital engaged in the business.

The above mentioned allegations against close seasons, and the artificial breeding of whitefish, do not affect the propriety or the judicious policy exercised by the Fisheries Department of Canada for the maintenance of close seasons, and the encouragement and enlargement of the work of artificially propagating whitefish; but on the contrary, strength is given to the belief that these means are the only ones that are at present sustaining the lake fisheries, as the forty or more practical fishermen testify in Mr. Clark's bulletin that the "increase in the catch of whitefish in Lake Erie has been brought about by the planting of fry from the hatcheries." If there had been no close season to protect even the small portion of mother fish yet left, or no hatcheries to bring into existence millions upon millions of fry from eggs that otherwise would have been cast away as offal; it would be doubtful, indeed, whether the whitefish industry would be worth while pursuing in the Detroit River—certainly not to any extent in Lake Erie. But the best evidence is now given by the "forty and more practical fishermen that the great increase in the whitefish industry over former years in Lake Erie is due to the planting of young fish from the hatcheries."

A good deal of reasoning however may be given in support of the theory put forth, "that the fishermen on the American side of Lake Erie reap the lion's share of the whitefish grown from the fry bred at the Sandwich hatchery." In the first place it has been demonstrated that of all the young whitefish which have been planted in the Detroit River and Lake Erie by the Fish Commissions of the United States and Ohio and Michigan, and the Fisheries Department of Canada up to the season of 1882, by far the larger percentage has been turned out of the Sandwich hatchery into Lake Erie, and assuming that they became generally distributed upon the various fishing grounds throughout the lake, it would not be unreasonable to conclude that the fishermen, if equal in numbers, and in skill, and in fishery appliances, would derive equal benefits from their calling on the one side of the lake as on the other.

It is, however, certainly quite clear that many more whitefish are taken on the American than on the Canadian side of Lake Erie. This, no doubt, is occasioned by the greater numbers of persons engaged in the fishing business on the American side. A theory, however, is now put forth that other causes may have a tendency to bring about this increase in numbers of whitefish on the south shore. That the greater bulk of all the young fish turned into the Detroit River from the several hatcheries are, with the strong currents of that river, carried directly to the southern or American side of Lake Erie, and spreading themselves along the length of that coast and finding the natural food congenial to their wants, that limit becomes their habitat, where they feed and grow to maturity, and do not cross over the deep expanse of the lake to the northern shore, and hence the Canadian fishermen do not partake in so large a degree as they ought in the large crops of young whitefish put into the Detroit River from the Sandwich hatchery.

There is no doubt that much might be said rationally to substantiate the above theory; at present, surmise only will be given, but trusting, however, that some specialist may more fully elucidate the subject, it will only be briefly stated now that, in looking at the map which takes in Lake Erie and the Detroit River, the great outflow and current of that stream would indicate a line which would strike the southern shores of the head of Lake Erie, covering the extensive American whitefish fisheries at Munro, Toledo, Sandusky, Cleveland, and eastward to Erie, Pa. And taking into consideration the minute forms and delicate structure of the young whitefish, unable to stem the smallest current, it will be easily understood how helplessly they would be wafted along with the immense flow of the Detroit waters into Lake Erie, on the lines mentioned above; and, becoming dispersed on this southern course, would, in all likelihood, continue along the American shore easterly as far as their instincts would dictate, and in all probability sojourn there till maturity.

In this line of observation, which carries with it a certain degree of probability, fishermen and others on the Canadian side of Lake Erie may be justified in their statement "that the fishermen on the American shores of Lake Erie reap the lion's share of the whitefish grown from the fry bed at the Sandwich hatchery."

To reconcile this matter then, in the interests of the Canadian Lake Erie fishermen, and to further extend the benefits already achieved from whitefish hatching at the Sandwich nursery, instructions were given to the officer in charge of that institution to distribute the greater portion of the young fish bred last season at numerous points along the north shore of Lake Erie, as at Leamington, Rondeau, Port Stanley, Port Dover, Port Colborne, and other suitable localities; and that supplies of fry should also be planted in Lake Ontario, at Niagara, Hamilton and Toronto; and it is proposed also to distribute the coming spring crop of fry of 1887 in the same manner. No serious difficulty need attend the above-mentioned distribution of fry, as the points are nearly all easily accessible by railway conveyance.

BULLETIN OF THE UNITED STATES FISH COMMISSION ABOVE REFERRED TO.

RESULTS OF PLANTING YOUNG WHITEFISH IN LAKE ERIE.—WHAT THE FISHERMEN THINK OF WHITEFISH PROPAGATION.

BY FRANK N. CLARK.

After the close of the fishing season of 1884 in Lake Erie, I began an inquiry to ascertain whether there had been an increase or decrease in the catch of whitefish as compared with that of former seasons. The investigation was conducted by personal interviews, through a representative, a practical fisherman, with the leading fishermen and dealers, and covers most of the important fisheries of that part of the lake from Erie, Pa., westward to Toledo, Ohio. The results are most gratifying, as it is conceded by all and shown by the reports that the aggregate catch of whitefish was considerably in excess of that of any season for several years. The results are also especially encouraging to fish culturists, as all the facts and statements point to but one conclusion, namely, that the increase is due to the planting of young fish from the hatcheries.

No disappointment would have been felt had there been no perceptible increase, as much was required to offset the extensive and exhaustive fishing carried on all over the lake, on both the spawning and feeding grounds, which was causing a gradual decrease of the catch. For many years every spawning ground had been literally covered with nets during the spawning season, while hundreds of gill-nets

have been employed on the feeding grounds in deeper waters and thrown across the path of the runs toward the spawning grounds. In no other of the great lakes has the fishing industry been pursued with greater persistence and skill than in Lake Erie. Notwithstanding this, however, we find that not only has the decrease been arrested, but that there is a tangible and satisfactory increase.

The figures given below show in round numbers the aggregate plantings of whitefish fry in Lake Erie, from the beginning of the work, by the United States and Ohio and Michigan Fish Commissions. Some plants were also made by the Canadian Commission during the years mentioned, but I am unable to give the figures.*

Spring of 1875.....	150,000
Spring of 1876.....	300,000
Spring of 1877.....	450,000
Spring of 1878.....	12,000,000
Spring of 1879.....	7,000,000
Spring of 1880.....	7,000,000
Spring of 1881.....	13,000,000
Spring of 1882.....	42,000,000
	<hr/>
	81,900,000
	<hr/>

These figures include the latest plantings that could possibly be called due in the fall of 1884. Under the current method of computing the numbers of young fish in tanks and cans, there is no doubt that the estimates shown in the above figures are much too large.

Following are a number of statements from fishermen and dealers, in substantially the exact language of the parties making them, with regard to the catch and value of fish propagation and planting :—

L. Streuber, Erie, Pa., says :—“ Am a dealer and shipper of frozen fish, and fish considerable twine. Can give you the figures of my catch for only the past two seasons, which is as follows : Catch of whitefish for 1883, 110 tons ; 1884, 150 tons. I believe the propagation of whitefish to be a great help toward keeping up a stock in the lakes ; so much so that I am doing all I can to get a hatchery started here, believing it will pay.”

C. D. Carter, another dealer and fisherman in the same city, says :—“ My catch of whitefish for the past two years is as follows : 1883, 175 tons ; 1884, 325 tons. I think that the planting of young whitefish in Lake Erie has already done a great good toward keeping up and increasing the stock of whitefish in its waters. I hope to see the hatcheries kept up, and would like to see one here in Erie, believing we have a good location for one, and that it is a good point to plant fish from, as there are no carnivorous fish caught at the season of the year when the young fish would be put in.”

John Harlow & Co., of Erie, make the following statement :—“ For the past five years our annual catch of whitefish has been about 150 tons, until 1884, when it was 200 tons. The increase of 50 tons I attribute to the planting of young whitefish from the hatcheries. I am very much in favor of the planting, and hope it will be kept up, as I am satisfied that it is of great benefit to the fishing interest of the lake. A few seasons since we commenced catching very small whitefish—so small that we had to get smaller-meshed nets, and now we are getting a larger class of fish again.”

H. Divel, fish dealer and practical fisherman, also of Erie, says :—“ I have been fishing for some time, and think the whitefish for the past three years have been increasing. I can give the figures of my catch only for the past two seasons, as follows : 1883, 30 tons ; 1884, 50 tons. I think the business of hatching and planting is of great benefit in keeping up the stock ; for, with the increase of twine, the whitefish must soon be caught off if nothing is done to keep the stock good. There can be no reasonable doubt about the young fish living and becoming full grown. They stand just as good a chance as those hatched naturally, their danger from carnivorous fishes being no greater than those hatched on the reefs.”

B. Divel, of Erie, gives similar testimony:—"My catch of whitefish has improved for two or three years. The figures for the last two seasons are: 1883, 30 tons; 1884, 50 tons. From the fact that whitefish are steadily increasing in numbers, I believe the hatching and planting of the young is a success, and the cause of the increase."

Charles Joles, of Erie, a gill-net fisherman, says:—"I fish gill-nets off Elk Creek. Cannot say how many whitefish I caught in the different years, but know I caught more in 1884 than in any season for several years. I attribute the gain to the planting of young fish at the upper end of the lake. I am satisfied that were it not for this, whitefish would become so scarce that it would not pay to fish for them."

Rudolph Sifield, of North Bass Island, says:—"I fish with pound-nets and own some gill-nets, but would willingly put the latter in a pile and burn them, if gill-net fishing could be prohibited. Gill-nets are a great detriment to natural propagation, as they are set on the reefs in spawning time, right where the fish go to breed, and the schools are broken up or driven off entirely, and the eggs are then deposited in the mud, and never hatch. Good results may now be seen from fish planting, but the business has not been carried on long enough, nor on a sufficient scale, to tell what it will do in the long run."

Simon Fox, of North Bass' gives his opinion thus:—"Have been in the fishing business for years, and until the past season never believed there would be any results from the planting of young fish. Now I am fully convinced that good results are to be seen, and if it is continued great results will follow."

Jasper Snide, of North Bass, says:—"Our twine caught a few more whitefish in 1884 than in 1883, and I think we should have done still better but for the unfavorable fishing weather, it being so still that the fish remained on the reefs beyond our nets continuously, until we got those heavy blows, which drove them off entirely. Formerly I did not have any faith in the planting of young whitefish, but am now sure we can see good results. We now catch a great many of a smaller class of fish, which we never did before the planting was commenced; and if the stock had not been kept up in some other than the natural way they must have decreased in numbers, and we cannot see that they have for a few years."

George Axtell, of North Bass, states:—"Whitefish are increasing in numbers all the time, at least this is true of my own nets, and I feel certain that it is owing to the planting of young fish from the hatcheries. Last fall I caught numbers of small whitefish, such as I never before saw caught in gill-nets."

William Axtell, practical fisherman, of North Bass, says:—"I know that the planting of young fish is a great help to the fishing industry. Would like to see more hatcheries put up—enough to take care of all the eggs that could be taken."

Eugene McFall, clerk of the steamer "Jay Cooke," freight and passenger boat plying between the islands and Sandusky, says:—"I think there is an increase in the catch of whitefish, and I suppose the planting must account for it. We carried from the islands, in 1883, about 132,000 pounds of whitefish, and in 1884, 170,000 pounds; an increase of 19 tons for 1884."

George Winne, of Locust Point, says:—"I fish gill-nets on the reefs off Tous-saint Point. In 1883 I caught 2 tons of whitefish from 60 nets, and in 1884, 6 tons from 36 nets. A few years ago it got so it did not pay to go out on the reefs to fish, and I quit and went sailing. Since the planting of young whitefish has been carried on, fish have become more numerous, and I have done very well fishing, but best this last fall. Think if the planting is not kept up whitefish will soon become scarce again. Think a much greater percentage of eggs put into hatcheries will live to become mature fish than those deposited on the reefs by the fish themselves, for the reason that the former are protected from their enemies while hatching, and after the young fish are planted their chances are just as good."

M. Shepherd, also of Locust Point, states:—"Am fishing 15 pound-nets off Locust Point. My catch the past season was about as usual—no material difference. Think the hatching business a good thing, but the proper place for a hatchery is on-

one of the islands; then the eggs would have the natural water, and when the fish are planted there would be no change from the water they were hatched into that which they are planted in."

Nelson Parsons, a practical fisherman of Vermillion, says:—"I have watched the fishing interests very closely for a number of years, and noticed that whitefish were steadily decreasing in numbers, until the supply was replenished by the planting of young fish from the hatcheries. If something of the kind had not been done, I think that whitefish would, ere this, have become so scarce that it would not pay to fish for them. Formerly we used to catch whitefish of all sizes at the same time, but this season at Cleveland, where I was, the fish were nearly all of one size—looked as if they were all of the same age, and I believe they were a school of the planted fish. I think if fishing is continued it must be done in this way."

Edson & Nichols, of Vermillion, caught one ton less of whitefish in 1884 than in 1883, but say:—"We do not attribute the falling off to a growing scarcity, but to the direction and amount of wind, which is everything to us here in the fishing season. We think the hatching business of great importance, and the only way of keeping up the fishing industry."

Bert Parsons, also of Vermillion, caught no more whitefish in his pound-nets off Vermillion in 1884 than in 1883, but caught double the number in his gill-nets near the islands. He says:—"I think if there had been favorable winds for pound-net fishing we would have caught more than double the amount of whitefish in our pound-nets last fall. I know the business of planting has been of great benefit, for in my gill-nets fished about the islands I caught double the quantity last fall that I did the year before. The figures are: 1883, 5 tons; 1884, 10 tons."

Leidheiser, of Vermillion, says:—"I cannot give the amount of my catch, but it was rather light, owing to the unfavorable winds we had for our coast. I think the hatcheries are all right, and do a great deal toward keeping up the stock, and that the business should be continued and extended beyond where it now is."

Post & Co., of Sandusky, give some excellent testimony:—"Yes, sir; I know that the business of propagating whitefish is a great benefit. In fact, if the United States and State hatcheries were to cease working I believe it would pay the fishermen and dealers to continue it themselves. I would be willing to be taxed my share for supporting it. I understand that at Erie and Dunkirk a great many small whitefish were taken weighing a pound to a pound and a half, which was never done until the last two or three years, and they increase year by year, which is good proof that they are some of the planted fish."

"I received the fish from 100 pound-nets last year (1883) and from 110 this year (1884), with the following results:—1883, 40 tons whitefish; 1884, 80 tons whitefish."

"Whitefish are not now decreasing; but from the number of pound and gill-nets in use to catch them, a decrease is sure to follow unless the artificial hatching is continued to keep up the supply."

"I am opposed to fishing such long strings of pound-nets, and think the gill-netting needs regulating. The gill-netters commence away down below, off Buffalo and Erie, in deep water, and fish all summer; then, as the fish move up toward the head of the lake to the spawning grounds, the nets are moved right along with the runs, so that they are hunted almost the year round, which is done with no other kind of fish."

Harry Molyneux, of Sandusky, gives some valuable testimony:—"Am a practical gill-net fisherman. A few years ago fishing on the island reefs got so poor that I gave up going there; but in the fall of 1882 I tried it again and did very well. In fall of 1883 I caught double the amount of whitefish I did the fall before; and this last fall I caught almost twice as many as in 1883."

"I credit all the increase to hatching and planting, and would like to see more hatcheries."

William Rehberg, pound-net fisherman, of Middle Bass Island, says:—"Think the hatching a good thing, but the planting has not been properly done long enough to tell really how much benefit it is toward keeping up the supply of whitefish."

Think the supply could be kept up in Lake Erie by prohibiting gill-net fishing west of Kelly's Island, which would give the fish a chance to breed on the natural spawning reefs, where the gill-nets are now placed."

Caspar Voight, of Sandusky, says:—"My catch of whitefish in the past two seasons was as follows:—1883, from 35 pound-nets, 37 tons; 1884, from 35 pound-nets, 45 tons.

"I have not thought much about the hatching business, but it must do some good; at least, there seems to be an increase in whitefish the past two or three years."

Simon Schaet, of Sandusky, says:—"My catch for the past two seasons is as follows:—1883, 42 pound-nets, 40 tons whitefish; 1884, 48 pound-nets, 50 tons whitefish.

"I believe the planting of fry to be a good thing, and the only way the fishing can be kept up. I fear, however, that the way the gill-netters are catching them, and going on the breeding grounds and disturbing them while spawning, will do more harm than the hatcheries can do good. The fishermen down at Erie and Dunkirk receive the most benefit from the planting, as they fish with gill-nets all summer, and are using smaller-meshed nets every season on purpose to catch the small whitefish."

Lay Brothers, of Sandusky, say:—"Our catch of whitefish for the past two seasons was as follows:—1883, from 20 pound-nets, 16 tons; 1884, from 30 pound-nets, 26 tons.

"We think it is plain to see that there is a benefit to be derived from the hatcheries, and would like to see as many in operation as there are eggs to fill."

Dewey & Co., of Toledo, say:—"Our catch the past season was rather light. We do not attribute this to a scarcity of whitefish, but to the unfavorable winds that prevailed on our Monroe coast grounds all the fall until a late date; then, just as the fish began to come on, we had two severe blows from the west, which drove the fish from the shore, and they did not come back, or, if they did, we did not get them, as our twine was out.

"We think the business of planting young fish an excellent thing; can see no reason why it should not be, as every fish planted in that way is a clear gain. We see no reason why planted fish should not stand as good a chance to live and become grown fish as those that hatch on the reefs."

Wm. St. John & Co., also of Toledo, say:—"Our receipts of whitefish for the past two seasons are as follows:—1883, from 20 pound-nets, 6,000 pounds; 1884, from 45 pound-nets, 18,000 pounds.

"We do not see that fish-planting has been of much benefit to this end of the lake, but I am informed that great benefits have been realized farther down.

"We would like to see Congress take hold of the matter and enact a law to control and restrict the fishing with gill-nets; also with such long strings of twine. Although we ourselves are fishing 20 and 21 pounds in a string, we would like to see them cut down to six at most on main shore, and not more than three off the islands, or any place where there is a narrow channel. Then the whitefish would have a better chance to get through to the coast and reef spawning grounds at the head of the lake, which they would do if they were not turned back by the long strings of twine."

J. C. & J. H. Davis, of Toledo, say:—"Our catch of whitefish for the past two seasons was as follows:—1883, 6 tons, and 1884, from the same number of nets, 6½ tons.

"Do not know that planting of young fish has been of much benefit to us at this end of the lake, but can see no reason why it should not benefit somebody. Certainly, every young fish put in makes one more chance for a whitefish, as the eggs would be lost if not taken."

E. Alvord & Son, of Sandusky, say:—"Our receipts of whitefish for the past two seasons were:—1883, from 52 pound-nets, 23 tons; 1884, from the same number of nets, 30½ tons.

"Yes, we think that propagation is a good thing, and a great help in adding to the supply of fish in the lake. We think the young fry stand just as good a chance of becoming full-grown fish as those hatched in the lake.

"But there ought to be a law to stop fishing with gill-nets, for the reason that down below here, in deep water, where they fish through the summer, it is estimated that at least one-third of those caught in hot weather are unfit for market, and are thrown away, which is an outrage. And then in the fall the gill-nets are set on the spawning reefs, just when and where the fish should be left undisturbed."

Bear & Ruth, of Sandusky, state that in 1883 their catch of whitefish from 9 pound-nets was $7\frac{1}{2}$ tons, and in 1884, from 11 pound nets, 10 tons.

"The planting of young fish is undoubtedly of great benefit to the fishing interests. Were it not for this the stock in the lake would rapidly decrease."

A. Bremiller, of Sandusky, gives the following figures:—Catch of whitefish in 40 pound-nets, in 1883, 66 tons; in 1884, 69 tons.

"I think there is positive proof of the benefit of the hatcheries, from the fact that during late years, say the last two or three, there have been a great many small fish caught—smaller than ever were caught before the planting was commenced in the lake. Another fact to be taken into account is that the facilities for catching are becoming greater every year, and if the supply had not been kept up in some way, the stock must certainly have decreased, which is not now the case."

A. J. Gustavus, pound-net fisherman, of Huron, puts it in this light:—"For every million fry planted there are a million more chances for whitefish. I think the greatest results are to come, as the business is not yet old enough for us to expect much benefit."

E. D. Smith, of Marblehead, says:—"I know the fish-hatching to be a grand thing, for the reason that I have caught thousands of whitefish this season not weighing over a pound to a pound and a half each, and formerly I never caught them. I believe these small fish are some of those planted from the hatcheries."

Fred. Motrie, of Port Clinton, says:—"I fished 6 pounds in the fall of 1893, and 5 in the fall of 1884. Have no record of my whitefish catch for either fall, but know I caught more in 1884 than in 1893, perhaps 20 per cent. more. The hatcheries are undoubtedly a good thing and should be kept up. While the eggs are in the jars they are out of the way of sturgeon, suckers, and all fish that live mostly by sucking up spawn; and when the young fish are turned loose they will look out for themselves."

Felix Courchaine, also of Port Clinton, says:—"I did very well the past fall, in fact the fishing was the best it has been for years. I caught 6 tons with 26 gill-nets. I have every reason to believe that we are getting results of the plantings from the hatcheries; and why shouldn't we? The fry planted in this way stand an equal chance with those hatched in the lakes, and as for taking care of themselves, I think nature will look out for that. I should be sorry indeed to see the hatching of whitefish discontinued."

F. Perry, a practical gill-netter, of Port Clinton, says:—"In the fall of 1883 my catch of whitefish from 19 nets was 1 ton, and in the fall of 1884, from 37 nets, 6 tons—six times the catch of the year previous, with double the nets, on the same grounds. I think we are getting great results from the planting of young fish, for before it was commenced whitefish were fast playing out. But now they are becoming more plentiful again, and I know of no cause for it except the planting of the young in large numbers from the hatcheries."

From all the places named above, as well as other points on the lake, much more evidence of the same kind might be offered; but it would be merely a repetition of what has already been given. Accurate data showing the total whitefish catch of the lake for a term of years, or even for one season, would be almost impossible to obtain, from the fact that many fishermen classify their entire catch simply as "hard fish," "soft fish," &c., whitefish, of course, being included in the former. The statements, however, cover sufficient grounds to form a reliable basis for conclusions. They show that while there was no perceptible increase the past season in the white-

fish runs at the extreme west end of the lake, there was a decided increase on the coast and island reefs farther down, and a very marked increase in numbers still farther down, on the feeding-grounds, in deeper water, where gill-nets are operated. On the whole, sufficient is shown to prove beyond a doubt that the aggregate catch was greater than for several years, that whitefish are decidedly on the increase in Lake Erie, and that the increase is simply the legitimate result of the work of the hatcheries. The removal from the lake every year of thousands and hundreds of thousands of adult fish, whether taken directly from the breeding-grounds or not (the results are the same), must certainly ere this have caused a very material decrease in the stock but for the compensation of young from the hatcheries.

NORTHVILLE, MICH., 18th February, 1885.

SALMON FISHERIES IN THE MARITIME PROVINCES.

THEIR IMPROVEMENT AND WHAT THE FISHERY OFFICERS SAY IN THEIR REPORTS ABOUT INCREASED CATCHES OF SALMON IN THEIR DISTRICTS.

This increase is Conspicuous in Counties where Fry have been Planted from the Hatcheries.

The following extracts relating to the increase of salmon in the Maritime Provinces, are copied from the latest published official reports of the Fisheries Department, and are submitted here as giving strong evidences of the benefits resulting from the planting of young salmon from the hatcheries in the Lower Provinces:—

NEW BRUNSWICK.

Inspector Venning, of this Province, says, "In all the rivers of New Brunswick, the catch of salmon shows a considerable increase over that of the last two years. In view of the serious decrease in the catch of this fish for many years past, this improvement is very cheering and leads fishermen to hope that future years will see salmon as plentiful as they were before the failure commenced."

RISTIGOUCHE COUNTY.

Overseer Archibald says, "Salmon made their appearance about 22nd May and were large and numerous."

Overseer Verge, of the tide-way division, reports an improved catch of salmon, which he thinks would have been still larger had not a heavy freshet carried away the nets, &c."

Overseer McPherson, of the coast division, says:—"I have great pleasure in announcing the fact that there has been a very considerable increase in the catch of salmon in my district, about thirty per cent. above that of last year."

GLOUCESTER COUNTY.

Overseer Hickson reports that "the catch of salmon on the coast was very fair, and would have been better, but storms damaged many nets and carried others away. This was during the best run of fish and materially lessened the catch."

Overseer Aché, of Shippegan, says "the salmon were more plentiful than last year, and of a larger average size."

Overseer Sewell reports "an increased catch of salmon."

Overseer Mauzerolles reports "a better catch of salmon."

NORTHUMBERLAND COUNTY.

Overseer Noble says, "In the early part of the season salmon were plentiful, falling off in June; afterwards fair average fishing was made."

Overseer Williston reports "an improved catch of all kinds of fish, especially salmon."

Overseer Stymeist says "salmon were not more plentiful in the spring, but the fall run was better."

Overseer Robichaud reports "a good catch of salmon."

Overseer Wise reports "a good catch generally; in the early season salmon were plentiful, but fell off in June."

Overseer Hogan reports "a good run of salmon, but falling off in June."

Overseer Parker reports "a good early run of salmon, and also an exceptionally good late run."

Overseer Cameron says "salmon were more plentiful than usual."

KENT COUNTY.

Overseer Guimon reports "that salmon were much more plentiful than usual, a great catch was made."

Overseer Hannah says :—"I am pleased to report that salmon have given good catches this season."

ALBERT COUNTY.

Overseer Stuart reports "salmon more plentiful, and a larger catch made."

VICTORIA COUNTY.

Overseer Ryan reports "a larger catch of salmon in his district than he has ever yet recorded."

CARLETON COUNTY.

Overseer Lindsay says "the catch of this district consists entirely of salmon and trout, a large number of anglers were on the river this season, and found more fish in the pools than usual."

Overseer Burtt reports "a large run of salmon, of which a good many were caught. This unusual number of fish in the river led to much illegal fishing."

Warden Scott reports "the largest run of salmon that he has known for years."

YORK COUNTY.

Overseer Orr says "salmon were very plentiful as compared with late years, and "grilse" were more abundant"

SUNBURY COUNTY.

Overseer Hoben reports "salmon more plentiful."

QUEEN'S COUNTY.

Overseer Hetherington reports "a good run of salmon."

ST. JOHN COUNTY.

Overseer O'Brien says "the catch of salmon exceeded that of last year."

CHARLOTTE COUNTY.

Overseer Todd says "the increase has been most noticeable in salmon, which were more abundant than they have been since the fish-ways were placed in the dams."

NOTE.—The Ristigouche and St. John River salmon hatcheries are located in the Province of New Brunswick, on the Ristigouche and St. John Rivers, from these great numbers of young fry have been planted for several years past in the waters of the above mentioned counties.

NOVA SCOTIA.

Inspector Rogers says "salmon still maintain a healthy, and I hope a permanent increase. We ought to have, and shall have a general increase in the yield, as the result of Departmental work, which will continue to show itself more and more as the dams in the country are made passable, and the present numbers of fry planted are numbered four or five times, so as to amount to a reasonable percentage of what nature is doing. The salmon catch in this Province was, in the year 1881, 279,943 lbs.; in 1882, 580,061; in 1883, 575,940; in 1884, 617,959; and in 1885, 789,293 lbs. Including those caught at Labrador our catch in 1884 was 1,047,950 lbs., and for the year 1885, 1,189,293 lbs.

ANNAPOLIS COUNTY.

Overseer Carty says "Annapolis, Laquille and Round Hill streams have abounded with salmon."

ANTIGONISH COUNTY.

Overseer McDonald reports "the salmon about the same as last year, they were very plentiful in deep water. They kept well outside of the nets."

Overseer Blair says "in the early season salmon were very scarce, but since the fall rains there has been quite a run of spawning fish in the rivers."

Overseer Gass reports "a continued decrease in salmon."

GUYSBOROUGH COUNTY.

Overseer Tory says "the run of salmon was unprecedented, and had the fishermen expected the like, the catch would have been much larger. But where all these salmon came from I cannot understand."

HALIFAX COUNTY.

Overseer Gaetz says:—"He is glad to report a large increase in the catch of salmon; they have been more plentiful than for years past, and large numbers went up the rivers to the spawning grounds."

Overseer Fitzgerald says:—"As an evidence of the increasing supply of salmon, that over 100 were caught with the fly by sportsmen on Indian River alone."

HANTS COUNTY.

Overseer Burnham reports "that the catch of salmon was larger than that of last year, and the fish were of better size."

Overseer Colter reports "a small run of salmon, but a large number found their way to Grand Lake."

KING'S COUNTY.

Overseer Miller says:—"Of the salmon caught, a large number were of about fifteen pounds weight, and it is supposed by many that they are those put out by the hatcheries, and I am inclined to agree with them."

LUNenburg COUNTY.

Overseer Evans says:—"The apparent decrease in the catch of salmon is owing to errors in last year's return, where there had been really an increase. Many small salmon of about five or six pounds weight are found, which he attributes to the artificial culture of these fish."

Overseer Godard reports "that the catch of salmon has not been so large as last year, and that they are of smaller size."

PICTOU COUNTY.

Overseer Fritchard reports "that the run of salmon on the East River was about the same as last year, which exceeded by far that of any during the last eighteen years, whilst on the Middle and West Rivers it was about the average."

QUEEN'S COUNTY.

Overseer Sellon reports "the strong freshets gave salmon a good chance to go up river, and that they did go up is proved by the number of salmon and "grilse" seen and taken up the river; that many salmon went up to the spawning grounds is also proved by mill owners and workmen."

Overseer Fitzgerald reports "the catch of salmon in the Medway River and harbor 50 per cent. larger than that of last year. A large number of sportsmen resorted to the Medway for fly fishing, and spoke in complimentary terms of the state of things."

SHELBOURNE COUNTY.

Overseer McGill says "the salmon fishery is about the same as heretofore, but the prospects of an increase in the future is good."

YARMOUTH COUNTY.

Overseer Gardner reports "the salmon catch is about double that of last year. Mr. Wilnot forwarded from Bedford Hatchery about 25,000 ova which were successfully hatched at the temporary hatchery at Tusket Falls. They will be distributed in the lakes, and no doubt in a few years the benefits will be reaped."

NOTE.—Since 1875 many millions of salmon fry bred at the Bedford Hatchery in Nova Scotia have been annually planted in the most important rivers in the above mentioned counties in that Province, and it shows from the above extracts

from officers' reports that a satisfactory improvement in the salmon fisheries has taken place. Mr. Inspector Rogers reports that in 1875 the quantity of salmon taken was 837,162 pounds, and that during the ten years following to 1885 the increase has risen to the satisfactory record of 1,189,293 pounds. It therefore appears that this improvement in the salmon fisheries of Nova Scotia, and planting of young salmon in the waters of that Province are contemporaneous events.

QUEBEC.

Commander Wakeham, in charge of the fisheries of the Gulf, says, "The salmon fishery shows a very decided improvement although there were not so many nets fished as usual. All over the Gulf it was noticed that the run of salmon was unusually large. All the rivers are reported well stocked with fish."

RISTIGOUCHE SUB-DIVISION.

Overseer Verge says "the catch of salmon was 64,680 pounds, an increase of 27,824 pounds over last year."

NEW RICHMOND SUB-DIVISION.

Overseer Cullen reports "an increase of 19,663 pounds in the catch of salmon over the previous year."

PORT DANIEL SUB-DIVISION.

Overseer Phelan states "that salmon fishing began well, but a violent storm wrecked many of the nets, and fully a week was lost. Nevertheless the catch is the largest that has been made for some years. The fish were very large."

GASPÉ SUB-DIVISION.

Overseer Vibert reports "that salmon fishing began in May; the catch was 90,000 pounds, double that of last year, with twelve stands of nets not fished. One net in five days took 75 salmon weighing 1,500 pounds—in addition 424 salmon were taken with the fly."

MOISIE SUB-DIVISION.

Overseer Migneault says "salmon fishing commenced the end of May and was a splendid fishery; 7,705 salmon were taken from the 2nd to the end of June, yielding 138,690 pounds. As a rule the salmon were larger and fatter than usual." Fly fishing was reported good. In the Wingan and Romain 141 salmon were taken with the fly.

SOUTH SHORE SUB-DIVISION.

Overseer Martin says "4,000 more of salmon caught this year over last."

Overseer Grondin says "a substantial increase of salmon as compared with that of 1884."

Overseer Saucier says "salmon were noticed ascending through the fishways in larger numbers than ever before. Fly fishing is steadily increasing; over 100 salmon were caught with the fly."

Overseer Bhercur reports "that salmon were more plentiful than last year."

THE SAGUENAY DIVISION.

This division shows an increase of 50 per cent. in salmon. The salmon rivers are all well stocked with fish.

NOTE.—At the mouth of the Saguenay a Government hatchery for salmon has been in full operation for many years, from which millions of young fry have

been planted in all of the rivers of the above districts. This coincidence, coupled with the evident improvement of the catch of salmon above reported, gives strong faith in the work of the Tadoussac hatchery. The same will apply only with greater force to the four sub-divisions of Ristigouche, New Richmond, Port Daniel, and Gaspé; the rivers of which have been very largely supplied for many years with large crops of young salmon from the Gaspé and Ristigouche salmon hatcheries. These facts, of increased salmon catches, and annual plantings of artificially bred fry, being contemporaneous, certainly lead to a strong belief in the efficiency of the fish-culture institution of the country.

Trusting that the subject matter contained in this report on fish culture operations in Canada for the past year, will receive the favorable consideration of your Department,

CONCLUSION.

Many other matters bearing upon the successes which have attended the work of artificial fish culture in Canada, United States and elsewhere, might be introduced in this report. It has been considered sufficient for the present, however to give concise statements only of the progress made at the several hatcheries in the Dominion for the past year. The references made, together with the evidences given, relative to the satisfactory increase in the whitefish industry in Lake Erie; and the improvement in the salmon fisheries in the Maritime Provinces, are such contemporaneous events with the continued annual planting of young salmon, and whitefish from the several hatcheries in these locations, as to lead to but one conclusion, that these fish breeding institutions are rendering material aid towards increasing the benefits derivable from the salmon, and whitefish fisheries of the country.

Trusting that the subject matter contained in this report may receive the favorable consideration of your Department,

I have the honor to be, Sir,

Your obedient servant,

SAMUEL WILMOT,

Superintendent of Fish Culture for the Dominion of Canada.

FISH CULTURE,

1886.

APPENDICES.

REPORTS FROM THE SEVERAL OFFICERS IN CHARGE OF FISH-BREEDING ESTABLISHMENTS IN THE SEVERAL PROVINCES OF THE DOMINION OF CANADA FOR 1886.

1.—FRASER RIVER HATCHERY.

PROVINCE OF BRITISH COLUMBIA.

Report of the Officer in charge of the Fraser River Hatchery for 1886.

The third annual report of the working of this hatchery is herewith submitted.

My last report showed there were 3,875,000 eggs deposited in the hatchery. This was estimating the "Quinnat" salmon ova at 2,000 eggs to a tray, and the "Saw-quai" at 4,000, as they were first put in the hatchery. Afterwards I made a careful count of a number of trays with the different kinds of eggs, and found that the "Quinnat" would average 2,400 and the "Saw-quai" 4,560, so that there were really 4,462,000 eggs laid in the hatchery, and the number of fry turned out was as follows:

Coquitlam, Feb. 9th.....	150,000
Pitt Lake, do 19th.....	600,000
Stare River, March 8th.....	400,000
Harrison River, March 20th.....	750,000
Nanaimo River do 21st.....	150,000
Cowichan River do 22nd.....	150,000
Coquitlam River do 30th.....	225,000
Lilliott River do 31st.....	200,000
	<hr/>
	2,825,000

The percentage of ova lost during incubation may appear large, but when the difficulty of transportation is considered this is not surprising. I had, at one time, to take Indians and travel in canoes all day and night in a heavy rain storm. The labor in procuring the ova and transporting them to the hatchery is performed largely by native Indians, and, being unaccustomed to the work, it is not as carefully done as it should be.

Having, in the capacity of Inspector of Fisheries, proceeded on the prospecting trip that was made in the interest of the deep-sea fishing just at the time when it was necessary to lay in the supply of ova for the ensuing season's operations, I deemed it advisable to entrust this part of the work to Mr. M. Mowat, my assistant, whose former experience in handling salmon gave me assurance of its being properly carried out. His report of the work is hereto appended, from which it will be seen that the number of ova in the hatchery is 7,316,000. This has necessitated the doubling of the trays in the troughs throughout the whole hatchery. I find that, in comparing the number of bad eggs picked out this season with the number picked out during corresponding dates last year, although there is more ova to handle, the percentage of loss is a great deal less, so that this year's operations promise to turn out relatively better than last season.

After consulting with Mr. Wilmot, the Superintendent of Fish Culture, I deemed it advisable to plant the Nanaimo and Cowichan Rivers this season with living eyed ova in place of waiting till hatched out, and transporting the fry by steamer and canoes, as was done last season, which proved to be both expensive and unreliable. Owing to the extreme high temperature of the water at the hatchery during the early part of this season, I found the first lot of eggs collected in the Harrison River and put in the hatchery were advancing rapidly to maturity. In some the embryos began to break the shell. I then concluded it would be safer and more advantageous to plant some of the ova in the Nanaimo and Cowichan Rivers, in order to give more room and to ensure greater safety to the still plentiful supply of ova in the hatchery troughs.

On the 8th of December, I despatched Mr. Mowat, the caretaker, to the Nanaimo River with 500,000 ova, and on the 20th of the same month he took another shipment of 500,000 to the Cowichan River. These ova were taken up those streams a long distance to well selected places, planted in good condition, and covered carefully with fine gravel.

I feel assured from what I have seen of the fry that were turned out last season, especially those put into the Pitt and Harrison Rivers, that this fish hatchery will prove to be of great benefit to the Fraser River fisheries.

Fishery Guardian York, on the Nanaimo River, states "that the fry turned out last season were doing well."

Guardian Lamos, on the Cowichan, writes "that he has seen great quantities of the fry which were turned out from the nursery. They were very lively and appeared to be growing rapidly. He thinks the stock will be of great benefit to the Cowichan River.

Regarding the building of a pen or retaining pond near the mouth of the Fraser River, for the safe keeping of early caught parent fish for the stocking of this hatchery with eggs, I beg to say that I have made numerous enquiries in connection with the undertaking, and have visited the traps used by the Indians, but they were so built that they are only visible at low tide. I also visited a trap at Point Roberts, on the American side. It had been owned by Mr. Waller, now deceased. This trap was an expensive one to build, and was not in operation when I visited it. I am of opinion that a trap or pen can be built for the purpose in view, but it will have to be located in salt water, and the difficulty in some way overcome of getting fresh water, in which to impregnate the eggs. It cannot very well be built close to the mouth of the Fraser, owing to the muddy water which extends out a long way into the gulf when a freshet is in the river, and should this fresh water flow over the traps, it would prevent us from seeing the fish or catching them. When the spring time comes, I will make further examinations, and also give an estimate of building a reservoir.

THOMAS MOWAT,

Officer in Charge Fraser River Hatchery.

STATEMENT OF THE CARETAKER OF THE HATCHERY.

The following particulars relating to the work of procuring salmon ova for the Fraser River Hatchery is submitted:—

On the 13th September I proceeded up to the Harrison River, and learning from the Indians that some fish were already spawning in Silver Creek I immediately went to that locality, but found that although some salmon had spawned and others were in the act of doing so, the nature of the grounds was such as to prevent their being caught in the numbers desired as we could not use anything but dip nets to capture them with there. I therefore returned to the spawning grounds on Harrison River, and on the 16th September I was able to take the first parent fish. I find by referring to my notes kept while on the spawning grounds, that, up to the 22nd of October we had taken 3,573 parent salmon; 2,295 were females. Of this number 322 died, leaving 1,973 female fish for our purposes. It must be remembered, however, that they were continually breaking out of the pens we had made and were being caught in the nets again, and many of the same fish were no doubt often counted a second time in that way. I have no doubt that 400 or 500 of these females were recounted, so that the numbers of parent fish could not have been over 1,600. Your instructions were that I should find the fair average number of eggs that were to be found in each fish, and after counting the eggs from some females the following was the result: From the "Quinnat," or spring salmon, 4,100, and from the "Suckeye," a trifle over 5,000 eggs.

The whole number of eggs laid down in the hatchery was 7,316,000; of which number 4,780,000 were "Saw-quai," and the remainder, 2,536,000 "Quinnat," or spring salmon eggs.

The last eggs were taken on the 26th of October and put in the hatchery on the 27th instant. The water in the Harrison River was very high when we commenced work, and as it receded, it gave us no small amount of work to shift the pens further from the shore into deeper water.

The weather on the whole was very favorable, which enabled the men to perform their work better than under adverse circumstances. In this rough country many difficulties have to be encountered in the work of collecting salmon ova.

I would recommend that the gates or fencing which the fish pens are made of, should for the future be constructed of sawed battening instead of split cedar as at present. The split cedar will not hold the male fish which are smaller than the females, and they are thus enabled to break through the pens, causing a great loss of fish, and much disappointment.

MAX M. MOWAT,

Caretaker.

2.—SYDNEY HATCHERY.

CAPE BRETON, N.S.

Report of the Officer in Charge of the Sydney Hatchery for the year, 1886.

I have the honor to submit the following report of the work done at this nursery during the year.

Of the 1,611,000 ova laid down in the hatching troughs in the fall of 1885, 1,179,000 fry were hatched and distributed as follows :—

Margaree River.....	150,000
Middle do	100,000
Sydney do	300,000
Salmon do	100,000
Ball's Creek.....	100,000
Trout Brook.....	100,000
Black do	50,000
Twelve Mile Brook.....	50,000
Grand Lake.....	50,000
Estrasomia River.....	50,000
Hatchery Brook.....	29,000
Lear River.....	50,000
Grand River.....	50,000
Total	1,179,000

I succeeded this fall in catching 495 parent salmon, in the following rivers :—

Where caught.	Males.	Females.	No. of ova collected.
Margaree River.....	30	197	977,000
Middle do	50	70	440,000
Salmon do	27	53	264,000
Sydney do	17	51	319,000
	<u>124</u>	<u>371</u>	<u>2,000,000</u>

From this it will be seen that 2,000,000 eggs were deposited in the hatchery last fall. They are at present doing well and in a healthy condition.

The floor in the hatchery room is beginning to get rotten ; I had to patch it a little this season before putting the ova in. I think it will soon require a general overhauling. When the fry are distributed next summer I will examine it and report the extent of repairs necessary. It will also be necessary to do some repairs to the salmon tank.

A small storehouse 10 feet by 14 feet, with 8 feet posts, was built during the summer ; also a fence along the road from the mill-dam to the fish-dam, 300 feet in length. I also built a small block inside the fish-dam, on which to keep the scow while not in use.

In my last report I mentioned the necessity of filtering the water supply. If this could be done we could show much better results in the number of fry hatched.

The hatchery is in good order, except as above stated, and when the proposed repairs are completed, it will be in very good order.

C. A. FARQUHARSON,

Officer in charge Sydney Hatchery.

3.—BEDFORD HATCHERY.

PROVINCE OF NOVA SCOTIA.

Report of the Officer in Charge of the Bedford Basin Fish Hatchery for the year 1886.

I beg herewith to submit my annual report of the operations connected with the fish hatchery under my charge.

In addition to the number of salmon ova laid down in this hatchery in the autumn of 1885, I received from the Newcastle Hatchery, Ontario, a large number of whitefish and salmon trout ova. I was not successful in hatching any considerable number of these. It being late in the season when they arrived a large percentage of the whitefish hatched during their shipment here and, of course, died on the trays. The salmon trout ova were also injured in transportation, and at the time of their bursting the shell, a large proportion of them died.

The total number of fry hatched was as follows :—

Salmon.....	850,000
Salmon trout.....	60,000
Whitefish.....	50,000
	<u>960,000</u>

Which were distributed as follows, as per instructions received from your Department:—

Salmon.

Sackville River, Halifax Co.....	40,000
Nine Mile do do	40,000
Musquodoboit do do	60,000
Little Salmon do do	20,000
Big Salmon do do	20,000
Pennant do do	20,000
Ingraham do do	30,000
Indian do do	20,000
Gaspereau do King's Co.....	20,000
Cornwallis do do	20,000
Meander do Hants Co.....	20,000
Herbert do do	20,000
Nine Mile do do	20,000
Salmon do Colchester Co.....	30,000
Stewiacke do do	30,000
North do do	30,000
East do Pictou Co.....	80,000
West do do	80,000
Middle do do	40,000
Wallace do Cumberland Co.....	40,000
La Have, Lunenburg Co.....	40,000
Gold River do	10,000
Middle do do	10,000
East do do	20,000
Annapolis River, Annapolis County.....	30,000
Liverpool do Queen's County	30,000
Tusket do Yarmouth Co	30,000
Total salmon fry.....	<u>850,000</u>

Salmon Trout.

Pace's Lake, Halifax Co.....	40,000
Sandy do do	20,000
Total salmon trout.....	<u>60,000</u>

Whitefish.

Sandy Lake, Halifax Co.....	<u>50,000</u>
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Notwithstanding the remote points to which some of these young fish were conveyed, the fry were placed in the rivers in a healthy condition.

The distribution of these fish amongst the twenty-seven rivers, as per above list, is a work of considerable magnitude, and to be successful must be done in the short space of three weeks. The energy and continuous efforts necessary during that period will be understood. By referring to the map of Nova Scotia it will be seen that the whole coast of the province is served by this hatchery—from the Tusket River, in the extreme west, with numerous rivers on the southern coast, to the rivers of Pictou and Cumberland Counties, in the east, to which must be added almost the whole shore of the Bay of Fundy.

It is questionable whether the interests of fish culture are best served by this widespread distribution of the comparatively small number of fry annually hatched in this institution, and I am of the opinion that if the work of this hatchery was confined to the stocking of some eight or ten of the most suitable rivers in central Nova Scotia much better results would be obtained and observed. Another hatchery situated at some central point in Western Nova Scotia is much needed, and by this means, some of the best salmon rivers in the province could receive their annual quota of young fish. The good results of the work are now becoming apparent in some of the rivers which have been stocked during the past ten years, and any effort on the part of the Department in this direction would be fully appreciated by those having an interest in the river fisheries.

The limited success attending the efforts at hatching whitefish and salmon trout last spring should not prevent further attempts being made to stock our numerous lakes with these valuable fish. The moving of the ova should be done not later than the latter part of February, when there would be no danger of their hatching during the journey. I have now ample room to accommodate at least four or five million of whitefish and half a million salmon trout ova, and I trust your Department will endeavor to provide this institution with that quantity.

Collecting of ova.

Before attempting this part of the work this season I was obliged to rebuild several appliances for retaining the parent fish at the different fishing stations. The action of ice, and freshets, and decay of material from dampness, had rendered the tanks and spawning sheds unfit for use. These are now in good condition—one large tank and spawning shed on West River, in Pictou County, another on East River in that county, one on the Musquodoboit River, in Halifax County, and a tank on the Chezzetcook River, in the last named county.

The total number of spawning salmon secured this season was as follows:—

West River	124
East River.....	15
Musquodoboit River.....	100
Chezetcook River	21
Total.....	<u>260</u>

From these were obtained over two million ova which now present a healthy appearance, the embryo being visible in the greater portion of them, and I hope to hatch the usual percentage.

A. B. WILMOT,
Officer in charge Bedford Hatchery.

4.—DUNK RIVER HATCHERY.

PROVINCE OF PRINCE EDWARD ISLAND.

Report of the Officer in Charge of the Dunk River Hatchery for the year 1886.

The following report of the working of this hatchery for the past year is submitted to your Department. In the season of 1885, as previously stated, there were 1,000,000 healthy eggs laid down in this nursery. They did remarkably well up to the 1st of April, when one of the heaviest freshets known for some years, carried away the dam and stopped the supply of water for the hatchery. We were obliged to carry water and pour it in the troughs for several days; but the troughs being thrown out of their places, a large number of the eggs were injured in this way, and by sand and sawdust that came in with the freshet. I reported to the superintendent the state of the hatchery, and he ordered Mr. A. B. Wilmot, from the Bedford hatchery, to assist me, and gave instructions to transfer as many of the ova as possible to Bedford. We took away about 400,000, and the rest were lost.

On account of not getting the dam and other works repaired in time for receiving the fish, the first run of parent salmon passed through the dam up to the head of the river. After this the water got very low, and only a few salmon came up the stream, we therefore did not get a full supply of ova this season, having only succeeded in capturing 128 fish, 93 females and 30 males, which gave us 620,000 eggs, only a little over 6,600 eggs for each female. Most of them were, apparently, young fish, below the average size. The hatchery was put in thorough repairs, and the dam mended where it gave way, and a new waste-gate put in on the east side, 17 feet wide, so that the surplus water will now run through the second gate in case of another freshet. This will ensure safety hereafter. The foundation of the hatchery was also repaired, as it was found to be almost carried away by the heavy freshet. Everything is now working splendidly.

A good deal of trouble was experienced last fall with poachers, as they appeared to be determined to get salmon. The wardens, however, were kept continually on the watch. I did not hear of any fish having been taken. It is probable that some were captured in nets at the mouth of the river, in the tide-way, and another warden should be appointed for that portion of the river; in this case, one of the guardians up the river might be dispensed with. A guardian is also necessary for Wilmot's River, as there is no one appointed to look after it at present.

I am pleased to be able to state that sawdust, which has previously been so detrimental to the river, has been pretty well kept from it during the past year.

I have endeavored to give you all the information, as far as it is possible for me to do so, in this report.

HENRY CLARK,
Officer in Charge Dunk River Hatchery.

5.—ST. JOHN RIVER HATCHERY.

PROVINCE OF NEW BRUNSWICK.

Report of the Officer in Charge of the St. John River Hatchery for 1886.

The following report relating to the operations carried on in this hatchery during the current year is herewith submitted:

It will not be necessary to again refer to the number of ova laid down in the hatchery in the fall of 1885, as the details were given in last year's report. I am now pleased to say that the eggs did well and hatched out a large percentage of fry in the spring. In the month of March, 1886, I received a further supply of fish eggs from the Newcastle hatchery, consisting of nine hundred thousand salmon trout, and one million whitefish eggs; all of which arrived in good condition, and hatched out, yielding a fair percentage. All of the fry were planted according to instructions in the following named lakes and rivers: The whitefish were all planted in Lakeville and Summerville Lakes, in Carleton County. The following statement will show the localities in which the salmon and salmon trout were deposited:—

Salmon Trout Fry.

River de Chute Lake, Carleton County.....	80,000
Chamcook Lake, Charlotte County.....	200,000
Skiff Lake, York County.....	60,000
Digidigust Lake do	75,000
Byram Brook Pond, Victoria County.....	60,000
Portage Lake do	75,000
Long Lake do	60,000
Quaker Lake do	6,000
Muniac Lake do	15,000
Rapid des Femmes Pond do	10,000
Pond at hatchery do	100,000
	<u>741,000</u>

Salmon Fry.

St. Croix River, York County.....	200,000
Magaguadavic do	60,000
Tobique River, Victoria County.....	160,000
Salmon River do	120,000
St. John River do	250,000
	<u>790,000</u>
Total distribution of salmon trout fry.....	741,000
do salmon fry.....	790,000
do whitefish fry.....	650,000
	<u>2,181,000</u>

I am much pleased to be able to state that, with but one exception, the work of planting the fry was successfully accomplished, without any appreciable loss, notwithstanding the fact that the greater quantity of them were carried very long distances.

During the summer I had the house cleaned and renovated by painting the tops of the troughs and the main tank, and by putting a coat of coal tar varnish on the

inside of the troughs and the hatching trays and other appliances. It became necessary to order three dozen new taps for the main tank and to purchase a new coal stove for the hatchery, as the old one was burned out. These improvements were for the interior of the house. Outside repairs were made by clapboarding the lower portion of the house. Other work should be done next summer, such as repairs to the plaster, also whitewashing the interior and the windows. The dam and water course will also require strengthening. Three tons of coal and ten cords of hard wood were purchased. During the summer every necessary preparation consistent with economy was made for procuring a satisfactory supply of ova, to be equal, if possible, to the quantity of the previous season. But in this I was grievously disappointed. On the last day of September I started for the spawning grounds on the Tobique and Serpentine Rivers. From the 6th to the 13th of October I diligently worked to capture parent salmon; but all my efforts proved futile on account of the unusual scarcity of fish in the river. I caught in all twenty-three salmon, but most of them were useless, as they had either partially or entirely spawned. From these fish I only got 52,000 eggs. I must now respectfully and earnestly repeat the suggestions made in my last annual and previous reports, that the Superintendent of Fish Culture should be directed to provide a more certain, satisfactory and economical plan for getting supplies of parent salmon from which eggs could be obtained in sufficient numbers to stock this hatchery in the future; for the Fisheries Department must now be convinced that the present method is a most precarious and defective one at the best. Occasionally small supplies of ova have been obtained, but more frequently failures have been the result. I trust the Department will give this matter the most favorable consideration.

I also respectfully state that the Tobique and St. John Rivers are fished entirely beyond what they ought to be, both by what may be termed legal fishing and poaching. The latter is excessive and unless some more stringent means of protection is put in force it will be difficult to keep these rivers even fairly stocked with salmon.

In conclusion I beg to state that this hatchery and its appliances are in good running order and well supplied with a good supply of pure water.

CHARLES McCLUSKEY,
Officer in Charge of St. John River Hatchery.

6.—MIRAMICHI HATCHERY.

PROVINCE OF NEW BRUNSWICK.

Report of the Officer in Charge of the Miramichi Hatchery, for the year 1886.

I beg to submit the annual report of the work at the hatchery under my charge during the past year.

According to last year's report I had laid down in the hatching troughs in the fall of 1885, one million and fifty thousand salmon ova. From these there were hatched out in the spring of 1886, nine hundred and forty-five thousand, fry which were deposited in the following named streams:

North-West Miramichi River.....	250,000
South-West do	150,000
Little South-West do	300,000
Sevogle River.....	95,000
Stewart's Brook.....	150,000
	945,000

Showing a loss of about ten per cent. during the winter and spring while hatching and distributing.

During the summer a little necessary repairing was done to dams and banks of the stream.

About the 10th of September I commenced to capture parent salmon, and succeeded in getting two hundred and eighty-four fish. Of that number ninety-four were caught on the South-West Miramichi, and the balance on the North-West branch of the river. The total number of females captured was one hundred and seventy, and the remainder were males. From that number of parent fish I gathered one million and twenty thousand ova; showing an average of six thousand eggs taken from each female fish. These eggs were laid down in the hatching troughs and are progressing favorably up to the present date.

ISAAC SHAESEGREEN,

Officer in Charge Miramichi Hatchery.

7.—RISTIGOUCHE HATCHERY.

PROVINCES OF QUEBEC AND NEW BRUNSWICK.

Report of the officer in charge of the Ristigouche Hatchery for 1886.

I am pleased to report the catch of salmon in the Bay des Chaleurs and Ristigouche River to be fully as good as in 1885. One million four hundred and seventy thousand salmon eggs were deposited in the hatchery in the fall of 1885, from which one million three hundred and eighty thousand fry were successfully hatched and planted in the following streams:—

Ristigouche and Kedgewick Rivers.....	770,000
Matapedia River.....	200,000
Upsalquitch River.....	200,000
Nipissiquit do	200,000
Twelve-Mile Lake, in rear of Campbellton.....	10,000
	<u>1,380,000</u>

A portion of the fry taken to the Nipissiquit River arrived there in poor condition. I have urged upon the Department several times the fact, gained from long experience, that it is almost useless to transport fry such a long distance with the hope of realizing the anticipated benefits which artificial fish culture is so fully entitled to receive. Should it be the intention of the Department to continue the system of further stocking the Nipissiquit River with fry from this hatchery, I would suggest that instead of carrying the young fish such a long distance at great risk, as has been evidenced heretofore, that a small inexpensive hatchery be constructed of hewn logs or other material in a suitable place, some fifteen or twenty miles up the Nipissiquit River, and the ova transferred to it in the spring months of April and May. An establishment of this kind would only require to be operated about three months in the year, and the fry hatched in this way could be distributed throughout the length of the river in a fine healthy condition. I am strong in the belief that each salmon river should be restocked from its own fish where found practicable to do so.

The fry for the Ristigouche River, and its branches, were conveyed as usual in open cribs, supplied with a constant flow of pure water, and towed sixty-five miles above the hatchery up river into both branches and deposited in fine condition, as the superintendent (Mr. Wilmot) and many other anglers who were on the river at the time can testify to. Some ten thousand fry were planted in a large lake twelve miles from Campbellton. Numbers of these little fish were seen in the lake later in

the fall months. I would urge that a continuation of planting fry in this lake be kept up for some years, as the experiment would afford further evidence of the success of artificial fish culture.

SUPPLY OF PARENT SALMON.

The department's net was set at Tide Head on the 1st of June last, this date being as early as the freshet in the river would admit. There were one hundred and thirty fish caught in this net, and two hundred and seventy-seven purchased from neighboring fishermen. Seventy-six of these fish died after being deposited in the reservoir, having been injured in capturing, and conveying them from the nets to the pond; leaving a total of three hundred and thirty one fish, one hundred and seventy females, and one hundred and sixty-one males, from which was collected one million seven hundred thousand eggs. Spawning commenced on the 20th of October, and ended on the 5th of November. All the females gave sound ova, and were liberated in good condition. At the present time the eggs in the hatchery are looking very well, the embryos being quite visible.

In order that the supply of parent fish for the hatchery may be increased in future; or in other words to obtain six or seven hundred salmon, it will be necessary that a small flat bottomed steam barge or scow, be purchased for this service, for towing the cribs with the parent fish from the nets to the retaining pond. Under the present system the cribs are towed by horses some six or seven miles, and this can only be accomplished at certain times and during favorable weather, while at times of adverse winds, and freshets, it is impossible to reach many of the nets with a horse; whereas a small steam tug could collect these fish at any time, and travel over a much larger field in one half the time, thereby saving much labor and expense, and preventing the loss of many salmon, which unavoidably takes place under the present system. In fact to make a thorough success in collecting fish from the nets, it will necessitate the procuring of some sort of craft of the kind above referred to. A boat or scow for this purpose could be got for some four or five hundred dollars. In this way we could be enabled to obtain a portion of the parent salmon from stations at and below Campbellton if necessary, and from other stations where it is impossible to get them with our present means.

THE RETAINING POND.

The new retaining pond at Tide Head was prepared in early spring, and constructed of stakes, and lattice work with bars some 2 inches apart, which allows the water to flow through freely. This plan gave perfect satisfaction. The fish did better than under the former system, and the pond, with its great length and strong current of water, is quite capable of containing upwards of one thousand salmon. Complaint is made by certain individuals who, with hidden policy, pretend to be in favor of fish culture, but yet find fault with the whole system as pursued on the Ristigouche. This retaining pond, they say, is situated too low down on the river, asserting that the salt water is injurious to the fish, and that it would be much better if the pond were located at Matapedia. Now, although the tide regularly ebbs and flows into this pond, the water, nevertheless, is equally fresh as the water far up the stream. It is to be deplored that the water is not quite saline, for then the fish would not be subject to fungoid disease, as has been proved to be the case in the pure salt water ponds at Tadoussac and other places. I have merely quoted the above to show the ignorance and envy of certain parties who visited this pond in October last, and decried it in every possible manner, and circulated many falsehoods in connection with it, and even went so far as to put forth the wicked idea that lime could be thrown into the pond, which would quickly destroy the fish. Such malicious expressions coming from parties holding responsible positions, and from whom better should be looked for, are, I fear, forebodings of evil intent.

RETAINING YOUNG FRY IN PONDS.

In accordance with Departmental instructions a retaining pond was constructed at the hatchery at Dee Side during October and November last. An excavation 40 by 60 feet, and 4 feet deep was made; 100 feet of piping connected the pond with the hatchery and carried the surplus water that flows over the eggs into the pond. In this way the passage of other fish into the pond is prevented. It will be necessary to clay, or concrete, the bottom of this pond in the spring to prevent the water from soaking through the porous earth. I have no doubt a limited number of fry may live and grow in this pond, as the cold spring water will be somewhat warmed by the sun's rays, and food can be supplied them by regular feeding.

OBTAINING SPECKLED TROUT OVA.

Another trial was made during the past season to procure a large supply of speckled trout eggs; but I regret to state that it was almost a failure, as only a few eggs were collected. I left Dee Side on the 18th of August with a scow and crew of men, and proceeded over 100 miles up the Ristigouche, spending three weeks prospecting the various streams in search of trout and finding that there were very few indeed to be had in the rivers, I then concluded to make a trial at States Brook Lake, and succeeded in obtaining some 80,000 eggs. This lake is situated some 20 miles from the Kedgewick River and 12 miles from the stream. A great deal of extra labor was experienced cutting out a road and clearing out the brook to make it passable for a canoe. This occupied time and cut short the best period for fishing, and not being thoroughly equipped with proper fishing material for this lake, which was found deep, and therefore required deep nets and a boat, consequently we had to catch the trout with hook and line. They were certainly the finest and largest lake trout I have ever seen, the average weight being one and a-half pounds.

Another year with the proper fishing tackle, and by making a small enclosure along the shore in the lake to retain the fish when caught, I think fully half a million of these eggs might be obtained. But in my opinion the proper system to adopt to obtain trout ova successfully is to secure some well-known trout river like the Nouvelle, which empties into the Bay des Chaleurs, and net the parent trout in early spring, and retain them in ponds until ready to spawn, and pursue the same method used in the collecting of salmon ova.

CRIBS FOR PLANTING SALMON FRY.

It will be necessary to construct two cribs, during the coming winter, for distributing the salmon fry next spring and following seasons. The old cribs which were built some years ago are used up. The hatchery and pond require fencing in. I would suggest that the fence be made of wire, and the posts procured at once. It is also very important that there should be a boat and storehouse erected next season, and the material in the old hatchery could be utilized for this purpose. Some additional work was made to the hatchery during the past year, namely, placing second floor in dwelling part; fitting in extra troughs; also varnishing the trays, troughs and other apparatus. The hatchery, with all its appliances, is working very well indeed; and owing to a good deal of plant being now on hand, necessary for the successful operating of the institution during the coming year, I anticipate being able to make a reduction in connection with the expenditure for 1887.

ALEXANDER MOWAT,

Officer in Charge Ristigouche Hatchery.

S.—GASPÉ HATCHERY.

PROVINCE OF QUEBEC.

Report of the Officer in Charge of the Gaspé Hatchery for the year 1886.

The ova in this establishment proved very good last winter. The loss was only fifty thousand, or a little over eight per cent. The greatest loss was in the month of May while the fry were hatching. The number of eggs recorded as having been removed or picked out in that month being fifteen thousand six hundred and forty-six. The young fish commenced hatching on the 9th of May. April was remarkably warm and fine, which no doubt hastened the hatching of the fry. The removal of the young fish was commenced on the 9th of June and finished on the 10th of July. The following is the number of fry placed in each river :—

Darmouth River, above Falls.....	200,000
do do below do	106,000
York do	120,000
St. John do	150,000
Total.....	<u>576,000</u>

CAPTURE OF PARENT SALMON.

The net for this purpose was set on the 9th of June and removed on the 27th of July. The river rose rapidly on the 30th of June, owing to heavy rain and the net was taken up and reset on the 4th of July. No fish were caught after the 12th July and there was no small run of fish during that month as usual. Eighty-three parent fish were captured and twenty-three purchased from William Stanley, one of the net fishermen, which made one hundred and six fish in the pond. Out of this number nine died, leaving ninety-seven left for manipulation. The fish were placed in cribs on the 8th of October. These were sixty-five females, and thirty-two males.

50 females averaged 12,000 ova.....	600,000
13 do do 8,000 do	104,000
2 gave no eggs.....	.....
Total.....	<u>704,000</u>

There was no loss of fish after spawning, and all were returned to the main river except three which remained in the brook. The weather remained fine during the month of October. The scows and other outfit were all well secured for the winter.

GENERAL REMARKS.

The troughs and trays were varnished in summer, and the building dried and ventilated. A drain was made to conduct the water off at the front of the hatchery. The roof and outside of the building should be painted next season, and the establishment would then be in good working order.

On examination, I found that the side-stringers and the spiling on both sides of the upper dam were decayed, and I have therefore ordered the necessary lumber so as to do the work next September, when the water in the brook will be low.

PHILIP VIBERT,
Officer in Charge, Gaspé Hatchery.

D.—TADOUSSAC HATCHERY.

PROVINCE OF QUEBEC.

Report of the Officer in Charge of the Tadoussac Hatchery for the year 1886.

The following statement of operations at the Tadoussac Hatchery during the past year is herewith submitted.

From the number of eggs laid down in the fall of 1885, there were hatched, in the spring of 1886, 1,627,000 fry. These were distributed in the following named rivers and lakes :—

St. Margaret River, North-East Branch.....	250,000
Little Saguenay River.....	120,000
A Mars River.....	25,000
In streams near Hatchery Lake	432,000
In streams of Salmon Lake, discharging into St. Margaret's River.....	350,000
In streams of Mowat's Lake, discharging into the St. Lawrence River.....	450,000
	1,627,000

These were all safely distributed in a good, healthy condition. A great number of "smolts" were seen coming down from the little lake above the hatchery in May last before the wire net of the salt water pond below was put up, but none were seen afterwards on account of the summer and fall being exceedingly dry, so that the water of the lake did not flow over the dam. The lake is full of young salmon. Any numbers of the size of 8 to 11 inches can be caught with a fly. It is a great sight in the summer evenings to see the young salmon leaping up all over the lake.

Salmon net fishing was not so good as last year. This, I attribute in great part, to the complete failure of easterly winds during the fishing season. The first salmon caught in our fishery was on the 25th of May, and the fishing was nearly over by the 1st of July. Many of the fishermen had taken up their nets early in July. I am sorry that I was not as successful as could be desired. I only secured 145 parent fish; 52 were males and 93 females. A good many weighed from 25 to 30 pounds. The average weight of the salmon last season taken from our three fisheries was 17 and 18 pounds. The 93 females gave 997,920 eggs, showing an average of 10,730 ova for each one. The eggs were all laid down on the hatching trays in good condition. The work of spawning commenced on the 21st of October and closed on the 6th of November. Since that date there has been only a small percentage of bad eggs picked out. After manipulating the salmon they were kept in the salt water pond until the 10th of November, and not one of them was lost. At the present time the eggs are in good condition and the embryos well advanced.

In regard to repairs, a considerable amount of work will be required to put this hatchery in reliable working order for next year's operations. The building and ponds require a thorough inspection; but it is useless for me to add anything to the detailed report made by Mr. John Mowat in December, 1885. Only temporary repairs were made last fall.

L. N. CATELLIER,

Officer in Charge Tadoussac Hatchery.

10.—MAGOG HATCHERY.

PROVINCE OF QUEBEC.

Report of the Officer in Charge of the Magog Hatchery for 1883.

The following report is herewith submitted relating to the operations at the Magog Hatchery for the past year.

A small expenditure of money was made in preparing Witch Island Shoal for seining, by clearing the bottom of stones and other obstructions, and by building a pier and platform to enable the fish to be landed and the seine to be drawn in. Operations were commenced on the 10th day of October, at which time the salmon trout appeared upon the sand beds. They soon left these beds, and they were followed to the above named shoals, where we continued to seine them as long as they remained.

I succeeded in taking four hundred and forty-six parent fish, the larger portion being males. From these we succeeded in collecting between three and four hundred thousand salmon trout eggs which were duly deposited in the hatchery.

On the 5th of April last, one million five hundred thousand salmon trout eggs came down from the Newcastle Hatchery, in charge of Mr. Charles Wilmot, and were safely laid down in the troughs of this hatchery. From these and the ones secured from Lake Memphremagog, one million four hundred thousand fry were hatched and planted in the following named sheets of water.

Orford Lake, Brome County.....	250,000
Massawippi Lake, Stanstead County.....	225,000
Key Pond, Sherbrooke do	50,000
Brompton Lake, Richmond do	75,000
Baldwin's Lake, Stanstead do	100,000
Memphremagog Lake, Stanstead and Brome Counties.....	700,000
	<u>1,400,000</u>

Two lots intended for Lake Megantic, in Compton County and Selby Pond, Missisquoi County, were planted in Lake Memphremagog, in consequence of a heavy rain and sudden change of temperature of the water which affected the young fish so much as to necessitate their being put into the nearest body of water at once.

Black bass are multiplying very fast, from the small fry which were deposited in Lake Memphremagog a few years ago from the Newcastle hatchery in Ontario. At the rate of increase for the past two or three years this lake will soon excel, in bass fishing, any sheet of water in this Province. One man, last summer, caught twenty-three, weighing forty-six pounds, in about four hours. All the lakes and ponds in which small fry have been deposited are showing unmistakable signs of increase, especially Brompton Lake, Key Pond, Orford Lake, and Memphremagog Lake, and were the protection more effectual, the increase would be much more apparent.

A. H. MOORE,

Officer in Charge Magog Hatchery.

11.—NEWCASTLE HATCHERY.

PROVINCE OF ONTARIO.

Report of the Officer in Charge of the Newcastle Hatchery for the year 1886.

I have the honor herewith to submit my annual report of the fish cultural operations connected with this establishment for the past year.

During the spring of 1886 the fry from this hatchery were distributed in good order, with the exception of a few thousand speckled trout sent to Pickering. During the whole spring months the weather remained exceptionally cool and favorable for the transporting of young fish long distances.

The following table will show where the fry were planted :—

SCHEDULE showing points where fry were distributed from the Newcastle Hatchery during the spring of 1886.

Salmon Trout Fry.

Port Hope, Lake Ontario.....	300,000
Whitby do	200,000
Newcastle do	500,000
do do	300,000
Toronto do	500,000
Brighton do	300,000
Collingwood, Georgian Bay.....	500,000
Pigeon Island, Lake Ontario.....	500,000
Chats Lake, County of Pontiac.....	150,000
Otty Lake, 4 miles from Perth.....	150,000
Mississippi Lake, near Carleton Place	100,000
Lake near Ottawa, delivered to J. Mohr.....	100,000
Allanford Lake, near Wiarton.....	100,000
South Lake, Leeds, S. R.....	50,000
Griffith's Lake do	50,000
Delta Lake do	100,000
Meaford, Georgian Bay.....	500,000
Halliburton, Lake Halliburton.....	100,000
Bobcaygeon, Lake in vicinity.....	100,000
North Riding of Hastings—Lakes Sweets, Humphreys, Eagan, Waterhouse, Riddles.....	250,000
Beaver Lake.....	100,000
Cameron Lake, Fenelon Falls.....	100,000
Balsam Lake, do	100,000
Total	5,250,000

Whitefish Fry.

Port Hope, Lake Ontario.....	150,000
Toronto do	500,000
Belleville do	500,000
Total	1,150,000

Speckled Trout Fry.

Campbellford	1,000
Trenton	2,000
Belleville.....	8,000
Galt	2,000
Stratford ...	10,000
London	2,000
Strathroy	3,000
Brighton	4,000
Orangeville, Wellington, C. R.....	5,000
Cataract, Cardwell.....	2,000
Riddles Farm, North Hastings.....	4,000
Pickering.	4,000
Newmarket.....	4,000
Total.....	51,000

Salmon Trout eggs at the point of hatching, shipped to:—

Newfoundland.....	500,000
Colonial Exhibition, London, England.....	50,000
Magog Hatchery, Province of Quebec.....	1,200,000
Bedford do Nova Scotia.....	1,000,000
Grand Falls do New Brunswick.....	1,000,000
	3,750,000

Whitefish eggs at the point of hatching shipped to—

Newfoundland	200,000
Colonial Exhibition, London, England.....	200,000
Bedford Hatchery, Nova Scotia.....	1,000,000
Grand Falls do New Brunswick	750,000
	2,150,000

Grand total of fry and live eggs distributed in 1886.

Salmon trout fry.....	5,250,000
Whitefish "	1,150,000
Speckled trout "	51,000
Live salmon trout eggs.....	3,750,000
Live whitefish eggs.....	2,150,000
	12 351,000

The practice of planting fry in such a number of different localities as shown in the above schedule, I do not think is either advantageous to artificial fish culture, or in the public interest. Better results would be shown if fish were deposited exclusively, say in Lake Ontario for two or more years, after which some of the other important waters could be stocked in like manner. Not much is to be gained by depositing a few thousand young fish in a large lake, when it would certainly require many millions to stock it satisfactorily. If, however, exclusive attention was paid to the stocking of one of our important public waters

yearly, such results would be obtained as would demonstrate beyond a doubt the beneficial advantages to be derived from artificial fish culture. This suggestion I have made mention of in former reports, and I would respectfully direct the attention of the Department to it again.

FREE TRANSPORT OF FISH AND EGGS.

Thanks are to be acknowledged to the Grand Trunk Railway Company for its courtesy in granting free transport of our young fish and eggs to and from this establishment to all points over its line and its various branches. In view of this action on the part of the Grand Trunk, I would suggest that all Government railroads be instructed to do likewise, and that the arrangements be made before the distribution of the fry next May.

NEW DAM.

The dam at this hatchery, which was rebuilt last year, has withstood all freshets up to the present date. Some extra work performed upon it during the past summer has made it still more permanent.

CARP FOR PONDS.

The ponds in connection with this hatchery would be admirably suited for the rearing of carp, but for the fact that they are too shallow. In consequence of this, young fish obtained some years ago from Washington, D.C., were nearly all lost from suffocation under the ice in the winter, which formed almost to the bottom of the ponds. The water is, however, well suited for their growth, as it becomes very warm during the summer months. If the ponds were somewhat deepened, carp could, without difficulty, be successfully propagated here in large quantities.

KEEPING ON HAND THE BETTER KINDS OF FISH.

During the summer the heat of the water from the creek which supplies this hatchery ranges from 60° to 75°. This is altogether too warm for the better classes of fish, as they require a temperature from 45° to 55°. To remedy this, and to supply the hatchery with an abundance of pure cold water, an artesian well should be sunk in some suitable place near the hatchery. This would do away with the continual washing of eggs now absolutely required by reason of the foul condition of the water in the stream at the time of freshets, thaws and rainstorms, when this well would for the time give sufficient good water, and the dam could be lowered to prevent breakages, thereby saving expense and much night labor at the risk of life. A supply of cool water would also prevent the suffocation of many young fish when they are emerging from their shell in the spring.

LAST FALL'S COLLECTION OF EGGS.

The following numbers and kinds of fish eggs were laid down in this hatchery in the fall of 1886 :—

Salmon trout	from	Pigeon Island.....	1,500,000
do	do	Warton.....	2,725,000
Whitefish	do	Sandwich	1,500,000
Speckled trout	do	Tadoussac.....	70,000
do	do	Ristigouche	30,000
Total.....			<u>5,825,000</u>

The collection of Salmon Trout eggs last fall, was not as successful as during the previous season of 1885, owing to the failure of the contractor to have three pound

nets set at Colpoys Bay by the 1st of November, according to agreement. Had this contract been carried out in the same satisfactory manner as was the case in the fall of 1885, there would have been no difficulty in procuring even more eggs this year than in the previous season, as the weather was more settled. In consequence of this delay in setting the nets, only 2,725,000 eggs were collected at Wiarton, during the season of 1886, as against over 11,000,000 in the fall previous. Had it not been for the Pigeon Island fishery on Lake Ontario, where 1,500,000 eggs were collected previous to going to Colpoys Bay, the work of last fall would have proved a total failure as contrasted with other years.

The schedule or diary kept is as follows :—

A STATEMENT showing the daily operations of collecting Salmon Trout Eggs at Colpoys Bay during the Season of 1886.

Date of lifting nets.	No. of Nets lifted.	No. of Fish from which Spawas was collected and liberated.		No. of Fish Spawned out before entering Nets and liberated.	No. of Fish found Injured or Dead in Nets.		No. of Eggs collected.	Remarks.
		Males.	Females.		White-fish.	Salmon Trout.		
Nov. 1	
do 2	J. Kenefick and assistants arrived in Wiarton and found nothing had been done towards setting nets.
do 3	Men built shanty, made drives for spilling stakes, and got things ready for setting nets.
do 4	Kenefick showed men where nets were set previous fall.
do 5	Weather very rough; men could not work.
do 6	Men drove 18 stakes, enough for 1 net; expect to complete No. 1 net to-morrow.
do 7	Sunday.
do 8	C. Willmot arrived in Wiarton. Men set half of No. 1 net; had to abandon work, weather too rough.
do 9	Rough weather; men only worked part of day.
do 10	No. 1 net ready for catching fish at 10 a.m.; weather fine.
do 11	Men at work at No. 2 net; expect to finish to-morrow.
do 12	No. 2 net completed at 6 p.m.; wind N.E. No. 1 net wantonly cut in several places and fish let out.
do 13	7	2	.....	Examined nets. Considerable poaching going on; fish found gaffed and speared. Employed 2 guardians.
do 14	Sunday. Went with tug to look at nets.
do 15	1	10	40	20	2	5	90,000	Strong wind N.E.; cold and snowing; men working at No. 3 net. Hole cut in No. 2; guardians saw no one.
do 16	2	30	200	50	3	19	950,000	Fine calm weather. Large number of fish spawned out.
do 17	Tug in use at No. 3 net; could not lift on that account. Great scarcity of male fish in nets. Raining.

STATEMENT showing the daily operations of collecting Salmon Trout Eggs at Georgian Bay, &c.—Concluded.

Date of lifting Nets.	No. of Nets lifted.	No. of Fish from which Spawn was collected and liberated.		No. of Fish Spawned out before entering Nets and liberated.	No. of Fish found Injured or Dead in Nets.		No. of Eggs collected.	Remarks.
		Males.	Females.		White-fish.	Salmon Trout.		
do 18								Dreadful storm; snowing and freezing; impossible to lift nets; wind S.W.
do 19								Weather still heavy; could not lift nets. Nets found damaged by storm.
do 20	2	25	130	40	4	15	500,000	No. 3 net completed at 11 a.m. to-day. Fine weather; very few fish entering nets.
do 21								Sunday. Examined nets, found them all right.
do 22	3	9	50	25	3	15	120,000	First day of lifting No. 3 net; only 100 fish in it; set too late to be of any use.
do 23								Did not lift; only a few fish in nets; run of fish about over. Weather moderate.
do 24	2	12	75	40	4	19	215,000	Strong wind; could not lift No. 3 net. Cold and rough; very few fish entering nets.
do 25	3	12	70	37	5	12	256,000	Snowing. No. 3 net lifted, but found no more fish in it; does not appear to be of any use.
do 26	3	7	97	90	1	16	250,000	Still upwards of 500 fish in nets. Snowing all day; run of fish about over.
do 27								Could not lift; wind blowing hard all day.
do 28								Sunday.
do 29	2	7	140	80	1	12	250,000	Could not lift No. 3 net, wind too strong.
do 30	1	10	190	75	3	17	200,000	Blowing hard and very cold.
	19	122	992	457	23	130	2,725,000	

PROSPECTING FOR SPECKLED TROUT EGGS.

Under instructions from the Superintendent of Fish Culture, I prospected some of the trout lakes in the Muskoka district in the month of August last, with the view to learn if speckled trout eggs could be got there in desirable numbers. The majority of the trout at this time had ascended the rivers entering the larger lakes, such as Hollow Lake, and Trading, or Lake of Bays. It was, therefore, impossible to draw any satisfactory conclusions as to which was the best course to adopt for getting parent trout from these numerous bodies of water without personally traversing them, therefore I inspected many lakes of less size than those mentioned above which cover smaller areas, averaging from one mile long to a-half or three-quarters broad. Many of them had no perceptible inlet or outlet, and consequently fish were in the habit of spawning on the shoals near the banks, much in the same manner as salmon trout.

I commenced my prospecting trip in August and proceeded by way of Toronto to Gravenhurst. Thence by steamer to Bracebridge and up the Muskoka River. Then by stage to Baysville at the foot of Trading Lake, and by tug up the lake twenty-two miles to Colebridge or Dorset. From this place I proceeded by portaging and canoeing through a chain of lakes including Otter Lake, Clear Water Lake, Crozier Lake, Porridge Lake, Duck Lake, Bear Lake, Buck Bay, and Upper and

Lower Fletcher Lakes, inspecting each of them, and at last reached Hollow Lake, which is some eighteen miles in length. From thence, I made a portage of four miles and reached Colebridge or Dorset again. This trip necessitated the carriage of all requisite camping equipments for myself and men over fifty or sixty miles of the wildest and roughest parts of Muskoka, where hardships of the severest nature had to be experienced to accomplish an undertaking of this kind.

On my return from this inspection trip, I reported somewhat favorably to the Superintendent that trout eggs could be got in that district, and I afterwards received instructions from your Department to proceed there in time to make arrangements to secure, if possible, three or four millions of speckled trout ova.

I left Newcastle again on the 4th of October, fully equipped with men and the required apparatus for netting the fish and getting eggs. On this occasion I unfortunately took the advice of the Sawyer Brothers, who are old settlers and thoroughly familiar with every portion of the Muskoka district. They having acted as general guides in that region for the past twenty years, I took their statements that trout were more numerous and much more easily taken in the Hollow Lake district than in the section of the country which I had previously gone over. Relying upon this advice I changed my route and went from Colebridge to Hollow Lake. After traversing the lake which is some 20 miles long, in canoes, I made other portages to Skin and Stocking Lakes, where I had been informed by the Sawyer Brothers that speckled trout were "swarming." Quite a length of time was spent in building a shanty and getting everything in readiness to work our seines. The first trial proved, indeed, that the lakes were full of fish, but unfortunately, they were not speckled, but salmon trout, averaging about three-quarters of a pound in weight. Finding our work had been of no avail we moved to Otter Lake, where I made attempts to get parent trout, but as brush and other kinds of rubbish impeded operations it was found impossible to procure a suitable place to draw a seine. And even if this could have been done the fish in these smaller waters were not sufficiently numerous to collect from them any satisfactory quantity of ova. There are, however, plenty of large trout in this district, and in future, with the practical knowledge now obtained, I have no doubt large quantities of eggs could be secured there. This work of getting ova would have to be carried out much in the same way as is adopted in collecting parent salmon in the Maritime Provinces, viz.: By building retaining ponds of slats and collecting the trout while migrating up the large rivers during the summer months in order to spawn late in the fall in the upper branches of these rivers. Only by these means could the trout be kept safely and under control for the purposes of obtaining eggs in such quantities as might be desired. While on this trip my men and I lived for a month in a log shanty roughly built by ourselves, ten miles from any inhabitant, and with the limited means at our disposal to create comforts of any kind, we suffered hardships from cold and rain.

I regret exceedingly that our efforts were not rewarded with success. If attempts are made again, May or June should be chosen and I feel confident that the results will be all that could be desired.

While at Otter Lake I secured a few samples of speckled trout, some of these were forwarded to the Department at Ottawa. They were fine specimens, weighing on an average about two pounds. From the Otter Lake trout we gathered a few thousand eggs, but as the expense to carry the small numbers we had obtained would be very great, we therefore considered it best to deposit them in a small stream entering Otter Lake.

It is a matter of deep regret that capable and trustworthy overseers are not appointed to look after the fisheries interest of the Muskoka waters. The fish are shamefully slaughtered, not so much by the settlers as the self-styled sportsman, who, in many cases is not satisfied with catching hundreds of beautiful speckled trout by means of rod and line and trolling hook, but actually use dynamite, greedily killing thousands at a time. This barbarous work can be proved not only from my own personal knowledge, but also by reliable gentlemen who camped near me last fall. If something is not done to stop this dastardly work these beautiful waters of the

Muskoka district will in a very short time become completely depleted of the speckled trout which now abound in them.

There is at present a great demand for speckled trout fry throughout the Province of Ontario, and if a sufficient quantity cannot be procured in this locality, efforts should be made to secure them from the Maritime Provinces, British Columbia or the United States.

INCREASE OF FISH.

I am in receipt of encouraging information as to the increase of fish in some of the waters of this Province. Puslinch Lake, near Guelph, was stocked with salmon trout fry some five or six years ago, and is now reported to be well supplied with these fish. There are many other instances where fish are stated to be plentiful, where none existed before the waters were stocked from this nursery with fry. The close seasons should be more carefully observed, else it cannot be expected that artificial fish culture will show the beneficial results that it otherwise would.

OTHER HATCHERIES RECOMMENDED.

Taking into consideration the loss sometimes involved in transporting young fish long distances, I am of the opinion that it would be wise to establish one or more hatcheries on the Georgian Bay, or elsewhere in this Province. The people living in the Georgian Bay district deeply regret that this has not been done before. I am confident that in establishing a nursery somewhere on the Georgian Bay, it would prove most satisfactory, not only to the surrounding districts, but to the Provinces generally. Eggs are obtainable there in great quantities, and could be shipped during the winter months to any or all of the establishments requiring them.

The eggs of this hatchery at present are looking well, and if no unforeseen accident occurs there will be a fair percentage of fry for public distribution in the coming spring.

C. WILMOT,

Officer in Charge Newcastle Hatchery.

12.—SANDWICH HATCHERY.

PROVINCE OF ONTARIO.

Report of the Officer in Charge of the Sandwich Hatchery for the year 1886.

In obedience to instructions my annual report is submitted regarding the operations in the hatchery under my charge.

In December of last year, when I made my report, I showed the statement of having gathered 51,000,000 whitefish eggs, and will now show that from these numbers I hatched out 42,000,000 young fish, and distributed them under instructions of your Department in the following named places:

Lake St. Clair.....	2,000,000
Peach Island.....	2,000,000
Belle Island.....	1,000,000
McKee's Pond, Detroit River.....	2,000,000
Gauthier's Pond, do	2,000,000
Jolly's Pond, do	2,000,000

Fighting Island.....	2,000,000
Stoney Island.....	2,000,000
Bois Blanc Island	3,000,000
Colchester, Lake Erie.....	1,000,000
Leamington, do	2,000,000
Pelé Island, do	1,000,000
Rondeau, do	1,000,000
Port Stanley, do	1,000,000
Port Colborne, do	1,000,000
Hamilton Bay, Lake Ontario.....	3,000,000
Oakville, do	1,000,000
Toronto, do	2,000,000
At Hatchery, Detroit River.....	8,000,000
Sent to Newcastle (live eggs).....	3,000,000
Total.....	<u>42,000,000</u>

All these young fish were carefully handled and placed in the above named waters under the supervision of myself and my assistants, and were put into the water in a lively and healthy condition. After having disposed of all the whitefish, I prepared the house for the hatching of pickerel or doré, and during the spawning season of this fish I gathered together 25,000,000 eggs from the following fishing grounds:

Weiss Bros., Lake Huron.....	7,000,000
Loiseau, do	8,000,000
Hitchcock & Stead, Lake Huron.....	10,000,000
Total.....	<u>25,000,000</u>

From this number of pickerel eggs, 15,000,000 fry were hatched and planted as follows:—

Point Edward, Lake Huron.....	2,000,000
Port Lambton, River St Clair	2,000,000
Lake St. Clair.....	2,000,000
Peach Island.....	2,000,000
Belle Island.....	2,000,000
At Hatchery, Detroit River.....	5,000,000
	<u>15,000,000</u>

In my previous report I pointed out the fact that the Americans had utilized all their own grounds, and that we could no longer look in that direction to secure any pickerel ova. The Americans have gone further than this, and are coming over to our grounds to buy up all the ova they can, and if they have not succeeded this season, it is not saying that they will not do so at some future date. As an instance, I would cite that American fish culturists from Dakota and Wisconsin made an offer to Messrs. Hitchcock & Stead to buy up all their pickerel ova, but those parties refused, and allowed me to go on their grounds and handle the fish free of charge.

In order to secure a large quantity of ova, I would suggest, and with propriety, I think, that a wind-mill with pump be erected on or near Loiseau's grounds on Lake Huron, and that a pond be built there to place the late spawning pickerel in, and keep them there till they are ready to spawn. The wind-mill driving the pump would supply the pond with a sufficient quantity of fresh water, and keep the fish in.

a good healthy condition: I would recommend that this plan be carried out, and that the fishermen would be paid a reasonable sum for the privilege of taking the eggs from the fish netted by them.

This fall I have not been able to collect as many whitefish eggs for the hatchery as I would have liked to, but I was able to place 46,000,000 in the hatchery. These eggs were gathered as follows :—

Stony Island.....	25,000,000
Gauthier's ground, main land.....	2,000,000
Gauthier's grounds, Fighting Island.....	19,000,000
	<u>46,000,000</u>

It might be stated here that the catch of whitefish in this section was about the same as that of last year, and I might probably have reported an increase had not the heavy storms somewhat hindered the fishermen in their work. My return of whitefish ova falls 5,000,000 short of last year. This reduced quantity was largely caused by stormy weather. At Gauthier's station on the mainland I had a number of parent fish put in ponds. The great storm caused the water to recede, leaving the fish dry on land, and making them useless for my purposes. This circumstance alone prevented me from securing many more millions of eggs. In order to have a fishing ground where we can rely upon securing eggs without trouble and expense of buying ova, I would suggest that the Department secure Bois Blanc Island fishery, so that the fish netted and not ripe for spawning at the time could be transferred by towing them to some other place, and there kept until their eggs ripened. By this means, and having another good fishing station, we would be able to fill this hatchery in any ordinary season.

Next season several repairs will have to be made to the hatchery. For instance, the old stands for holding hatching jars are pretty badly decayed, and will have to be replaced by new ones, and the troughs which carry off the water from the jars must be renewed. There should also be more tank room, as the tanks now used are too small to keep the young fish in a healthy condition until they are all distributed.

In order to show the people of this part of the country, and also to visitors from across the line, that fish hatched out in the hatcheries do live and grow, I would suggest that the Department lease a plot of ground where a pond could be made in which some young fish could be grown. There is a place near the hatchery which would be admirably situated for this purpose; in which there is a living spring of water that runs both winter and summer, and could be leased very cheaply. All of the machinery added to the house last year through the instructions of the Superintendent, is doing its work well, and gives a plentiful supply of water which keep the eggs and fry in the most healthy condition.

WILLIAM PARKER,

Officer in Charge Sandwich Hatchery.

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UNITED STATES DEPARTMENT OF AGRICULTURE

FISHERIES PROTECTION SERVICE

OF THE

U. S. F. M. S.

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SPECIAL REPORT
ON THE
FISHERIES PROTECTION SERVICE
OF
CANADA,
1886.

Printed by Order of Parliament.



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SPECIAL REPORT
ON THE
FISHERIES PROTECTION SERVICE
OF
CANADA,
DURING THE SEASON OF 1886.

The Honorable

GEORGE E. FOSTER,

Minister of Marine and Fisheries.

SIR,—The many enquires that have been made of the Department during the year as to the present and past attitude of the Fisheries Question, have prompted me to state briefly its history, noting in turn, since 1783, the several "Treaties" and "Regulations," together with the Acts of the Provinces prior to Confederation and those of the Dominion, which from time to time have been passed, to regulate the Fisheries, during the periods to which the statement submitted refers.

THE FISHERIES QUESTION.

Before the War of Independence, in 1775, British American colonists enjoyed equal privileges in the North American inshore fisheries; but, on the conclusion of peace, it became a question how far such privileges should be continued to those who had voluntarily severed their connection with the British Crown.

The matter was fully discussed in the negotiations which preceded the Treaty of Paris, and an agreement was arrived at by which United States' citizens were allowed the liberty to fish and to dry and cure fish on certain defined portions of the coasts of British America.

THE TREATY OF PARIS.

The Third Article of the Treaty of Paris, of 3rd September, 1783, reads as follows:—

"It is agreed that the people of the United States shall continue to enjoy unmolested the right to take fish of every kind on the Grand Bank and on all the other banks of Newfoundland, also in the Gulf of St. Lawrence, and at all other places in the sea, where the inhabitants of both countries used, at any time heretofore, to fish; and also that the

"inhabitants of the United States shall have liberty to take fish of every kind on such part of the coast of Newfoundland as British fishermen shall use (but not to dry or cure the same on that island), and also on the coasts, bays and creeks of all other of His Britannic Majesty's dominions in America; and that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbors and creeks of Nova Scotia, Magdalen Islands and Labrador, so long as the same shall remain unsettled; but so soon as the same, or either of them, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlement without a previous agreement for that purpose with the inhabitants, proprietors or possessors of the ground."

It will be observed that the wording of this Article is carefully guarded, and that, while it continues to the citizens of the United States the right of prosecuting within the area in question what may be called the deep-sea fisheries, it conveys to them simply the liberty to take, or to dry and cure fish therein upon certain defined portions of the British American coasts, and under certain expressed conditions.

The fisheries continued to be regulated by this Treaty until the War of 1812 by which, the liberties granted United States' citizens under the Treaty of 1783 were terminated.

THE TREATY OF GHENT.

The Treaty of Ghent, signed in 1814, contained no reference to the Fisheries Question, although in the negotiations which led up to that event, the subject was discussed by the plenipotentiaries of the two powers concerned. Their respective contentions are shown by the following statements made by the commissioners on behalf of each Government. On the part of the British Government it was stated that "they did not intend to grant to the United States *gratuitously* the privileges formerly granted by Treaty to them of fishing within the limits of the British sovereignty, and of using the shores of the British territories for purposes connected with the British fisheries." They contended that, the claim advanced by the United States of immemorial and prescriptive right was quite untenable, inasmuch as the Americans had, until the Revolution, been British subjects, and that the rights which they possessed formerly, as such, could not be continued to them after they had become citizens of an independent State; while the American plenipotentiaries declared that they were "not authorized to bring into discussion any of the rights or liberties which the United States have heretofore enjoyed in relation thereto; from their nature, and from the peculiar character of the Treaty of 1783, by which they were recognized, no further stipulation has been deemed necessary by the Government of the United States to entitle them to the full enjoyment of them all."

Immediately after the conclusion of this Treaty the British Government determined upon a vigorous protection of the colonial fisheries, and instructions were issued as follows:—

INSTRUCTIONS from the British Government to the Governor of Newfoundland, relative to the Privileges enjoyed by Citizens of the United States to fish within British Jurisdiction.

DOWNING STREET, 17th June, 1815. 777

SIR,—As the Treaty of Peace lately concluded with the United States contains no provisions with respect to the fisheries, which the subjects of the United States enjoyed under the III Article of Peace of 1783, His Majesty's Government consider it not unnecessary that you should be informed as to the extent to which those privileges are affected by the omission of any stipulation in the present treaty, and of the line of conduct which it is in consequence advisable for you to adopt.

You cannot but be aware that the III Article of the Treaty of Peace of 1783, contained two distinct stipulations, the one recognizing the rights which the United States had to take fish upon the high seas, and the other granting to the United States the privilege of fishing within the British jurisdiction, and of using under certain conditions the shores and territories of His Majesty for purposes connected with the fishery; of these, the former being considered permanent, cannot be altered or affected by any change of the relative situation of the two countries, but the other being a privilege derived from the treaty of 1783 alone, was, as to its duration, necessarily limited to the duration of the treaty itself. On the declaration of war by the American Government and the consequent abrogation of the then existing treaties, the United States forfeited, with respect to the fisheries, those privileges which are purely conventional, and (as they have not been renewed by stipulation in the present treaty) the subjects of the United States can have no pretense to any right to fish within the British jurisdiction, or to use the British territory for purposes connected with the fishery.

Such being the view taken of the question of the fisheries, as far as relates to the United States, I am commanded by His Royal Highness the Prince Regent to instruct you to abstain most carefully from any interference with the fishery, in which the subjects of the United States may be engaged either on the Grand Banks of Newfoundland, in the Gulf of St. Lawrence, or other places in the sea. At the same time you will prevent them, except under the circumstances hereinafter mentioned, from using the British territory for purposes connected with the fishery, and will exclude their fishing vessels from the bays, harbours, rivers, creeks and inlets of all His Majesty's possessions. In case, however, it should have happened that the fishermen of the United States, through ignorance of the circumstances which affects this question, should, previous to your arrival, have already commenced a fishery similar to that carried on by them previous to the late war, and should have occupied the British harbours, and formed establishments on the British territory, which could not be suddenly abandoned without very considerable loss, His Royal Highness the Prince Regent, willing to give every indulgence to the citizens of the United States which is compatible with His Majesty's rights, has commanded me to instruct you to abstain from molesting such fishermen, or impeding the progress of their fishing during the present year, unless they should, by attempts to carry on a contraband trade, render themselves unworthy of protection or indulgence; you will, however, not fail to communicate to them the tenor of the instructions which you have received, and the view which His Majesty's Government take of the question of the fishery, and you will above all be careful to explain to them that they are not, in any future season, to expect a continuance of the same indulgence.

Vice Admiral Sir RICHARD G. KEATS.

I have, &c.,
(Sd.) BATHURST.

The enforcement of these orders led to numerous seizures of United States' fishing vessels found within the limits of the colonial maritime jurisdiction, either fishing, remaining in harbors without necessity therefor, or using the coasts for purposes connected with their fisheries.

These stringent measures led to the reopening of negotiations by the President of the United States, in 1818, for the purpose of settling in an amicable manner, the disputed points which had arisen in connection with the Fisheries. Commissioners were appointed by both parties, and The Convention of 1818 was signed at London, on the 20th October of that year.

THE CONVENTION OF 1818.

Article I of this Convention reads as follows :—

"Whereas differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof to take, dry and cure fish on certain coasts, bays, harbours and creeks of His Britannic Majesty's dominions in America, it is agreed between the High Contracting Parties that the inhabitants of the said United States shall have, forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coasts of Newfoundland from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours and creeks from Mount Joly, on the southern coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson Bay Company; and that the American fishermen shall also have liberty, forever, to dry and cure fish in any of the unsettled bays, harbours and creeks of the southern part of the coast of Newfoundland, hereabove described, and of the coast of Labrador; but so soon as the same or any portion thereof shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portions so settled, without previous agreement for such purpose with the inhabitants, proprietors or possessors of the ground. And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbours of His Britannic Majesty's dominions in America not included within the above-mentioned limits. Provided, however, that the American fishermen shall be admitted to enter such bays or harbours for the purpose of shelter, and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as shall be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them."

By the terms of this Convention, United States' fishermen have secured to them forever the liberty :—

1. To take fish, (a) on the southern coast of Newfoundland, from Cape Ray to the Rameau Islands; (b) on the western and northern coast of Newfoundland from Cape Ray to the Quirpon Islands; (c) on the shores of the Magdalen Islands, and (d) on the southern coast of Labrador from Mount Joly to and through the Straits of Belleisle, and thence northwardly indefinitely along the coast.

2. To dry and cure fish in any of the unsettled bays, harbours and creeks of the southern coast of Newfoundland and the coast of Labrador, as described in the Treaty.

3. To be admitted to the bays and harbour of His Britannic Majesty's dominions in America for purposes of, (a) shelter, (b) repairing damages, (c) purchasing wood, (d) obtaining water, "and for no other purpose whatever."

In 1819, the Act (59 Geo. III., Cap. 38) was passed by the Imperial Government for the due execution of the provisions of the Convention. Acts for a similar purpose and modeled after the Imperial Act were passed by the colonial legislatures, as follows :—

1836.—An Act relating to the Fisheries and for the prevention of illicit trade in the Province of Nova Scotia, and the coasts and harbours thereof. 6 William IV, chap. 8.

1843.—An Act relating to the Fisheries and for the prevention of illicit trade in Prince Edward Island and the coasts and harbours thereof. 6 Vic., chap. 14.

1853.—An Act relating to the coast fisheries and for the prevention of illicit trade. New Brunswick, 16 Vic., chap. 69.

1862.—Of the Coast and Deep-Sea Fisheries. Nova Scotia, 25 Vic., chap. 94.

1866.—An Act to amend the above. 29 Vic., chap. 35.

1868.—An Act respecting Fishing by Foreign Vessels. 31 Vic., chap. 61.

1870.—An Act to amend the above. 33 Vic., chap. 15.

1871.—An Act further to amend the above. 34 Vic., chap. 23.

1886.—An Act further to amend the above. 49 Vic., chap. 114.

Under these the British and Colonial Governments enforced the Treaty of 1818, and protected the inshore fisheries of the British American colonies.

From 1818 to 1851, fifty-one United States' fishing vessels were seized, of which twenty-five were condemned and twenty-six released either by the Admiral commanding or by order of the Courts of Vice-Admiralty.

The offences for which seizures were made and penalties imposed during this period were:—

1. Fishing within the limits set forth in the Convention of 1818.
2. Preparing to fish.
3. Purchasing and bartering bait and supplies.
4. Being in harbours and bays when not necessary for purposes of shelter and repairs, or of obtaining wood and water.

This vigorous enforcement of the provisions of the Convention led to negotiations between the United States and Great Britain, which ultimately resulted in the Reciprocity Treaty of 5th June, 1854. The clauses of this Treaty relating, more especially to the fisheries are as follows:—

THE TREATY OF RECIPROCITY.

ARTICLE I.

"It is agreed by the High Contracting Parties, that in addition to the liberty secured to the United States' fishermen by the above-mentioned Convention of 20th October, 1818, of taking, curing and drying fish on certain coasts of the British North American colonies therein defined, the inhabitants of the United States shall have, in common with the subjects of Her Britannic Majesty, the liberty to take fish of every kind, except shell fish, on the sea-coasts and shores, and in the bays, harbours and creeks of Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and of the several islands thereunto adjacent, without being restricted to any distance from the shore, with permission to land upon the coasts and shores of those colonies and the islands thereof, and also upon the Magdalen Islands, for the purpose of drying their nets and curing their fish; provided that in so doing

"they do not interfere with the rights of private property, or with British fishermen in the peaceable use of any part of the said coast in their occupancy for the same purpose.

"It is understood that the above mentioned liberty applies solely to the sea fishery, and that the salmon and shad fisheries, and all fisheries in rivers and the mouths of rivers are hereby reserved exclusively for British fishermen.

"And it is further agreed that in order to prevent or settle any disputes as to the places to which the reservation of exclusive right to British fishermen contained in this article, and that of fishermen of the United States contained in the next succeeding article, apply, each of the High Contracting Parties, on the application of either to the other, shall, within six months thereafter, appoint a Commissioner. The said Commissioners, before proceeding to any business, shall make and subscribe a solemn declaration that they will impartially and carefully examine and decide, to the best of their judgment, and according to justice and equity, without fear, favor, or affection to their own country, upon all such places as are intended to be reserved and excluded from the common liberty of fishing under this and the next succeeding article; and such declaration shall be entered on the record of their proceedings. The Commissioners shall name some third person to act as an arbitrator or umpire in any case or cases on which they may themselves differ in opinion.

"If they should not be able to agree upon the name of such third person, they shall each name a person, and it shall be determined by lot which of the two persons so named shall be the arbitrator or umpire in cases of difference, or disagreement between the Commissioners. The person so to be chosen to be arbitrator or umpire, shall, before proceeding to act as such in any case, make and subscribe a solemn declaration in a form similar to that which shall already have been made and subscribed by the Commissioners, which shall be entered on the record of their proceedings.

"In the event of the death, absence or incapacity of either of the Commissioners, or of the arbitrator, or umpire, or of their or his omitting, declining or ceasing to act as such commissioner, arbitrator or umpire, another and different person shall be appointed, or named as aforesaid, to act as such commissioner, arbitrator or umpire in the place and stead of the person so originally appointed, or named as aforesaid, and shall make and subscribe such declarations as aforesaid.

"Such Commissioners shall proceed to examine the coasts of the North American Provinces and of the United States, embraced within the provisions of the first and second articles of this Treaty, and shall designate the places reserved by the said articles from the common right of fishing therein. The decision of the Commissioners, and of the arbitrator or umpire shall be given in writing in each case, and shall be signed by them respectively.

"The High Contracting Parties hereby solemnly engage to consider the decision of the Commissioners conjointly, or of the arbitrator or umpire, as the case may be, absolutely final and conclusive in each case decided upon by them or him respectively."

ARTICLE II.

"It is agreed by the High Contracting Parties that British subjects shall have, in common with the citizens of the United States, the liberty to take fish of every kind, except shell-fish, on the eastern sea coasts and shores of the United States, north of the thirty-sixth (36th) parallel of north latitude and on the shores of the several islands thereunto adjacent, and in the bays, harbors and creeks of the said sea coasts and shores of the United States, and of the said islands, without being restricted to any distance from the shore, with permission to land upon the said coasts of the United States, and of the islands aforesaid, for the purpose of drying their nets and curing their fish, provided that in so doing they do not interfere with the rights of private property, or with the fishermen of the United States, in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

"It is understood that the above-mentioned liberty applies solely to the sea-fishery, and that salmon and shad fisheries, and all fisheries in rivers and mouths of rivers are hereby reserved exclusively for fishermen of the United States."

In connection with Article II of the above Treaty, it may be mentioned that, Canadians found no advantages in the privilege of fishing on the eastern sea-coasts of the United States north of the 36th parallel of latitude, and consequently, did not avail themselves of such privilege.

A Commission composed of M. H. Perley, Esq., on behalf of the British Government, and of John Hubbard, Esq., on behalf of that of the United States, was engaged from 1856 till 1860 in determining the places (74 in number) to which the exclusive right of fishing under the first and second Articles of the Treaty aforesaid applied.

The Reciprocity Treaty continued in force from 1854 until 1866, when it terminated, after the twelve months' notice therein provided had been given by the United States' Government. Efforts were made by Canada and Great Britain for its renewal, but failed, and, as a consequence of such failure, the American privileges under it lapsed and the Convention of 1818 revived.

It then became necessary to consider what measures should be adopted for the protection of British rights.

The following Royal Proclamation, warning all citizens of the United States that their rights to fish in the inshore waters of Canada would cease with the termination of the Reciprocity Treaty on the 17th of March, 1866, was issued by Viscount Monck, Governor General of Canada.

PROVINCE OF CANADA, }
PROCLAMATION.

VICTORIA, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c.*

To all whom these presents shall come, or whom the same may concern,
GREETING.

Whereas a certain Treaty was made between Her Majesty and the United States of America, on the 5th of June, 1854, providing for reciprocal trade, and whereas the United States of America have, in accordance with the terms of the said Treaty, given notice for the termination thereof; and whereas in consequence of such notice the said Treaty will expire on the 17th day of March, 1866:

And whereas, under the said Treaty, many persons, citizens of the United States of America, have invested moneys and fitted out ships for the purpose of carrying on the (inshore) fisheries within the territory of Canada under the said Treaty:

And whereas they may be unaware that their right to carry on such inshore fisheries will end on the said 17th day of March:

"We, therefore, in our great desire to prevent injury or loss to our loving subjects, or to the citizens of a state with which we are happily in amity, do in this, our Royal Proclamation, caution and warn all persons not subjects of our

realm that after the said 17th day of March next, no vessels owned and manned in the United States of America can pursue the inshore fisheries without rendering themselves liable to the confiscation of their vessels, and such other penalties, pecuniary and personal, as are by law imposed.

(Signed) MONCK.

In order to prevent, as far as possible, the injury and loss which must be inflicted on United States' fishermen by a sudden withdrawal of privileges which they had enjoyed for twelve years, the Imperial Government felt inclined to allow the freedom of fishing which had prevailed from 1854 to 1866 to continue for the season of 1866, on the distinct understanding that, unless some satisfactory arrangement between the two countries was arrived at in the course of the year, such privilege would cease.

In deference to the wishes expressed by Her Majesty's Government and notwithstanding contrary opinions, the Government of Canada adopted the temporary expedient of issuing season licenses to American fishing vessels at a nominal tonnage rate. This system was maintained for four years with very unsatisfactory results, owing to neglect on the part of American fishermen to provide themselves with licenses, as may be seen by the following statement :—

SCHEDULE of Licenses issued to American Fishing Vessels each year since 1866, in the several Provinces forming the Dominion of Canada, with the fees collected thereon.

Year.	Number.	Rate per ton.	Fees Collected.
		\$ cts.	\$ cts.
1866.....	365	0 50	19,677 50
1867.....	270	1 00	13,929 00
1868.....	56	2 00	5,873 73
1869.....	25	2 00	2,041 61

These figures show that, during the first year of the license system, the vigorous policy hitherto pursued induced a large proportion of United States' fishermen, resorting to Canadian waters, to take out licenses; but this number gradually decreased until it had dropped to twenty-five in 1869.

The failure of the license system being apparent, it became necessary to adopt further measures for the efficient enforcement of British rights, and by an Order in Council of the Dominion Government, dated 8th January, 1870, it was determined to abolish the system of licenses and to equip a sufficient force for the protection of the coasts. This force was afterwards supplemented by the assistance of British ships of war on the North American station.

FISHERIES PROTECTION POLICE.

The following vessels were employed as cruisers during the season of 1870 :—

Name of Vessel.	Tonnage.	Crew.	Charter.	In Command of.
			Rate per month.	
			\$	
Steamer "Lady Head"	168	25	Gov't property	Capt. P. A. Scott, R.N.
Schooner "La Canadienne"	100	24	do	do N. Lavoie.
do "England"	75	12	340	do G. V. Story, L.R.N.
do "Ella G. McLean"	78	12	350	do H. B. Betts, R.N.R.
do "Ida E"	70	12	350	do J. A. Tory, C. Customs.
do "Water Lily"	71	12	280	do F. S. Ewan, R.N.R.
do "Sweepstake"	69	12	300	do J. O. Carmichael.
do "Stella Maris"	61	12	300	do L. H. Lachance.

These vessels were placed under the immediate direction of Capt. Scott, R.N., who was instructed to confer, from time to time, with the Vice-Admiral commanding the North American squadron with a view to co-operation in all matters affecting the fisheries service.

In addition to the above the following vessels, commanded by officers of Her Majesty's Navy, were engaged to patrolling the fishing grounds during the season of 1870 :—

Name of Vessel.	Commander.	Rank.
Steamer "Royal Alfred"	E. G. Fanshawe	Vice-Admiral.
do "Britomart"	B. E. Oochrane	Commander.
do "Lapwing"	O. G. F. Knowles	do
do "Philomel"	Douglas Walker	do
do "Royalist"	R. S. Bateman	do
do "Oherub"	N. S. F. Digby	do
do "Sphinx"	H. B. Phillimore	do
do "Plover"	Jas. A. Poland	do
Frigate "Valorous"	E. Harding	do

During that year fifteen American fishing vessels were seized by Imperial and Canadian cruisers as follows:—

Name of Vessel.	By whom Seized.	In Command of.	How Disposed of.
"S. G. Marshall"...	Capt. Hardinge.....	H.M.S. "Valorous".....	Tried in Vice-Admiralty Court at Charlottetown. Condemned and sold.
"Albert".....	do do	do do	do do
"Olara F. Friend"...	do Poland	do "Plover"	Taken to Charlottetown for adjudication, rescued by crew and recaptured.
"Wampatuck".....	do Jas. A. Tory.....	Can. Cruiser "Ida E".....	Tried in Vice-Admiralty Court at Halifax, condemned and sold.
"J. H. Nickerson"...	do do	do do	Tried in Vice-Admiralty Court at Halifax, vessel condemned and purchased by the Canadian Government.
"Minnie".....	do do	do do	Violation of Customs Laws. Defendant fined \$800 and costs.
"A. J. Franklin"...	do do	do do	Tried in Vice-Admiralty Court at Halifax. Vessel condemned.
"Granada".....	do do	do do	Violation of Customs laws. Vessel bonded.
"Bomp".....	do Albert Betts.....	do "Water Lily".....	Tried in Vice-Admiralty Court at St. John, N.B. Vessel condemned and sold.
"White Fawn".....	do do	do do	Tried in Vice-Admiralty Court at St. John, N.B. Released for want of evidence.
"Perseverance".....	do do	do do	Taken to St. John, N.B., for adjudication. Condemned and sold.
"Lettie".....	do H. E. Betts.....	do "Ella G. McLean"...	Result unknown.
"Lizzie A. Tarr"...	do N. Lavoie	do "La Canadienne"...	Tried in Vice-Admiralty Court at Quebec. Condemned and sold.
"A. H. Wanson"...	do J. C. E. Carmichael	do "Sweepstake"....	Tried in Vice-Admiralty Court at Halifax. Condemned; bail forfeited.
"H. W. Lewis".....	do do ...	do do ...	Tried in Vice-Admiralty Court at Halifax. Result unknown.

In 1871, the following vessels were engaged in the Fisheries Protection Service:—

Name of Vessel.	Tonnage.	Crew.	Charter.	Commanded by.
			Rate per Month.	
			\$	
Steamer "Lady Head"	168	25	Gov't property	Capt. P. A. Scott.
Schooner "La Canadienne"	100	24	do ...	do N. Lavole.
do "Water Lily"	71	12	\$ 280	do G. V. Story, L.R.N.
do "Ella G. McLean"	78	12	350	do do
do "New England"	75	12	340	do D. M. Brown, R.N.
do "Sweepstake"	60	12	300	do J. A. Tory, O. Customs.
do "Stella Maris"	61	12	300	do L. H. Lachance.
do "S. G. Marshall"	53	12	United States' seized vessel.	do G. W. Creighton.

Three American fishing vessels were seized during that year as follows:—

Name of Vessel.	By whom Seized.	In Command of.	How Disposed of.
"Samuel Gilbert" ..	Captain N. Lavole.....	Cruiser "La Canadienne."	Tried in Vice-Admiralty Court at Quebec. Condemned; released for costs.
"F. S. Schenck"	do D. M. Brown .	do "New England."	Vessel taken to Quebec for adjudication. Released on bond.
"E. A. Horton"	do J. A. Tory	do "Sweepstake"....	Rescued by United States' citizens.

In 1872, the following cruisers were employed:—

Name of Vessel.	Tonnage.	Crew.	Charter.	Commanded by.
			Rate per Month.	
			\$	
Steamer "Lady Head"	168	25	Gov't property	Capt. P. A. Scott, R.N.
Schooner "La Canadienne"	100	24	do ...	do N. Lavole.
do "Peter Mitchell"	100	12	\$ 400	do D. M. Brown.
do "New England"	75	12	340	do W. T. Frost.
do "J. W. Dunscomb"	98	12	350	do Jas. A. Tory.
do "Katie"	60	12	300	do Geo. Matson.
do "Stella Maris"	60	12	300	do L. H. Lachance.
do "S. G. Marshall"	53	12	United States' seized vessel.	do Jas. A. Nickerson.
do "J. A. Nickerson"	70	12	do ...	do J. N. Purdy.

Two American fishing vessels were seized during that year as follows :

Name of Vessel.	By whom Seized.	In Command of.	How Disposed of.
"Macla O"	Capt. L. H. Lachance	"Stella Maris"	Sureties discharged.
"James Bliss"	do	do	do

In the year 1871, negotiations between Great Britain and the United States resulted in the appointment of a "Joint High Commission" to whom were referred several matters in dispute between the two Governments, among which was included the question of the North American fisheries. This Commission held its first meeting at Washington on the 27th February, 1871, and what is known as "The Washington Treaty" was signed on the 8th May of the same year.

THE WASHINGTON TREATY.

The Articles of this Treaty which relate to the fisheries are as follows :—

"ARTICLE XVIII.

"It is agreed by the High Contracting Parties that in addition to the liberty secured to the United States' fishermen by the Convention between Great Britain and the United States, signed at London on the 20th day of October, 1818, of taking, curing and drying fish on certain coasts of the British North American Colonies therein defined, the inhabitants of the United States shall have, in common with the subjects of Her Britannic Majesty, the liberty, for the term of years mentioned in Article XXXIII of this Treaty, to take fish of every kind, except shell-fish, on the sea-coasts and shores, and in the bays, harbors and creeks, of the Provinces of Quebec, Nova Scotia and New Brunswick, and the colony of Prince Edward's Island, and of the several islands thereunto adjacent, without being restricted to any distance from the shore, with permission to land upon the said coasts and shores and islands, and also upon the Magdalen Islands, for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private property or with British fishermen, in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

"It is understood that the above mentioned liberty applies solely to the sea fishery, and that the salmon and shad fisheries, and all other fisheries in rivers and the mouths of rivers are hereby reserved exclusively for British fishermen.

ARTICLE XIX.

"It is agreed by the High Contracting Parties that British subjects shall have, in common with the citizens of the United States, the liberty, for the term of years mentioned in Article XXXIII of this treaty, to take fish of every kind, except shell-fish, on the eastern sea-coasts and shores of the United States north of the thirty-ninth parallel of north latitude, and on the shores of the several islands thereunto adjacent, and in the bays, harbors and creeks of the said sea-coasts and shores of the United States and of the said islands, without being restricted to any distance from the shore, with permission to land upon the said coasts of the United States and of the islands aforesaid for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private property, or with the fishermen of the United States, in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

"It is understood that the above mentioned liberty applies solely to the sea fishery, and that salmon and shad fisheries, and all other fisheries in rivers and mouths of rivers, are hereby reserved exclusively for fishermen of the United States.

ARTICLE XX.

"It is agreed that the places designated by the Commissioners appointed under the 1st Article of the treaty between Great Britain and the United States, concluded at Washington, on the 5th of June, 1854, upon the coasts of Her Britannic Majesty's Dominions and the United States, as places reserved from the common right of fishing under that treaty, shall be regarded as in like manner reserved from the common right of fishing under the preceding Articles. In case any question should arise between the Governments of the United States and of Her Britannic Majesty as to the common right of fishing in places not thus designated as reserved, it is agreed that a Commission shall be appointed to designate such places, and shall be constituted in the same manner, and have the same powers, duties and authority as the Commission appointed under the said 1st Article of the Treaty of the 5th of June, 1854.

ARTICLE XXI.

"It is agreed that, for the term of years mentioned in Article XXXIII of this Treaty, fish oil and fish of all kinds (except fish of the inland lakes and of the rivers falling into them, and except fish preserved in oil), being the produce of the fisheries of the United States, or of the Dominion of Canada, or of Prince Edward's Island, shall be admitted into each country respectively free of duty.

ARTICLE XXII.

"Inasmuch as it is asserted by the Government of Her Britannic Majesty that the privileges accorded to the citizens of the United States under Article XVIII of this Treaty are of greater value than those accorded by Articles XIX and XXI of this Treaty to the subjects of Her Britannic Majesty, and this assertion is not admitted by the Government of the United States, it is further agreed that Commissioners shall be appointed to determine, having regard to the privileges accorded by the United States to the subjects of Her Britannic Majesty, as stated in Articles XIX and XXI of this Treaty, the amount of any compensation which, in their opinion, ought to be paid by the Government of the United States to the Government of Her Britannic Majesty in return for the privileges accorded to the citizens of the United States under Article XVIII of this Treaty; and that any sum of money which the said Commissioners may so award shall be paid by the United States' Government, in a gross sum, within twelve months after such award shall have been given.

ARTICLE XXIII.

"The Commissioners referred to in the preceding Article shall be appointed in the following manner, that is to say: One Commissioner shall be named by Her Britannic Majesty, one by the President of the United States, and a third by Her Britannic Majesty and the President of the United States conjointly; and in case the third Commissioner shall not have been so named within a period of three months from the date when this Article shall take effect, then the third Commissioner shall be named by the Representative at London of His Majesty the Emperor of Austria and King of Hungary. In case of the death, absence, or incapacity of any Commissioner, or in the event of any Commissioner omitting or ceasing to act, the vacancy shall be filled in the manner hereinbefore provided for making the original appointment, the period of three months in case of such substitution being calculated from the date of the happening of the vacancy.

"The Commissioners so named shall meet in the City of Halifax, in the Province of Nova Scotia, at the earliest convenient period after they have been respectively named, and shall, before proceeding to any business, make and subscribe a

"solemn declaration that they will impartially and carefully examine and decide the matters referred to them to the best of their judgment, and according to justice and equity; and such declaration shall be entered on the record of their proceedings.

"Each of the High Contracting Parties shall also name one person to attend the Commission as its agent, to represent it generally in all matters connected with the Commission.

ARTICLE XXIV.

"The proceedings shall be conducted in such order as the Commissioners appointed under Articles XXII and XXIII of this Treaty shall determine. They shall be bound to receive such oral or written testimony as either Government may present. If either party shall offer oral testimony, the other party shall have the right of cross-examination, under such rules as the Commissioners shall prescribe.

"If in the case submitted to the Commissioners either party shall have specified or alluded to any report or document in its own exclusive possession without annexing a copy, such party shall be bound, if the other party thinks proper to apply for it, to furnish that party with a copy thereof; and either party may call upon the other, through the Commissioners, to produce the originals or certified copies of any papers adduced as evidence, giving in each instance such reasonable notice as the Commissioners may require.

"The case on either side shall be closed within a period of six months from the date of the organization of the Commission, and the Commissioners shall be requested to give their award as soon as possible thereafter. The aforesaid period of six months may be extended for three months in case of a vacancy occurring among the Commissioners under the circumstances contemplated in Article XXIII of this Treaty.

ARTICLE XXV.

"The Commissioners shall keep an accurate record and correct minutes or notes of all their proceedings, with the dates thereof, and may appoint and employ a Secretary and any other necessary officer or officers to assist them in the transaction of the business which may come before them.

"Each of the High Contracting Parties shall pay its own Commissioner and Agent or Counsel; all other expenses shall be defrayed by the two Governments in equal moities."

ARTICLE XXXII.

"It is further agreed that the provisions and stipulations of Articles XVIII to XXV of this Treaty, inclusive, shall extend to the Colony of Newfoundland, so far as they are applicable. But if the Imperial Parliament, the Legislature of Newfoundland, or the Congress of the United States shall not embrace the Colony of Newfoundland in their laws enacted for carrying the foregoing Articles into effect, then this Article shall be of no effect; but the omission to make provision by law to give it effect, by either of the Legislative bodies aforesaid, shall not in any way impair any other Articles of this Treaty.

ARTICLE XXXIII.

"The foregoing Articles XVIII to XXV, inclusive, and Article XXX of this Treaty, shall take effect as soon as the laws required to carry them into operation shall have been passed by the Imperial Parliament of Great Britain, by the Parliament of Canada, and by the Legislature of Prince Edward's Island, on the one hand, and by the Congress of the United States on the other. Such assent having been given, the said articles shall remain in force for the period of ten years from the date at which they may come into operation; and further until the expiration of two years after either of the High Contracting Parties shall have given notice to the other of its wish to terminate the same; each of the High Contracting Parties being at liberty to give such notice to the other at the end of the said period of ten years, or at any time afterwards."

The Acts necessary to enable these articles to be carried into effect having been passed, a Proclamation fixed upon the 1st July, 1873, as the date on which they were to come formally into operation.

At the request of the United States' Government, Canada anticipated the time proposed and, in April, 1873, admitted American fishermen to the use of the privileges specified in the Treaty in advance of the date fixed upon by Legislative enactment. American fishermen at once availed themselves of the freedom of Canadian inshore waters. Similar concessions were made in July, 1871, by the Legislature of Prince Edward Island (which Province did not at that time form part of the Dominion) and by the Legislature of Newfoundland, although the full privileges granted by the United States under the Treaty were not accorded to Canada and Prince Edward Island until July 1, 1873, and in the case of Newfoundland not until June 1, 1874.

The next proceeding was the appointment of a Commission in conformity with Article XXII of the Treaty. This Commission was constituted as follows:—

Sir A. T. Galt, named by the Queen of England.

Hon. H. Kellogg, named by the President of the United States,

Mr. M. Delfosse, named by the Emperor of Austria-Hungary.

This Commission met in Halifax on the 15th June, 1877, for the purpose of determining the amount of compensation to be awarded for the extension of the fishery privileges mentioned in the Treaty, and after sitting over five months, awarded the sum of \$5,500,000 to be paid to the Government of England by that of the United States.

TERMINATION OF THE TREATY OF WASHINGTON.

The reciprocal arrangements made under the Treaty of Washington remained in force for a period of ten years, when, on the 3rd March, 1883, the following Resolution was adopted by the United States' Congress:—

JOINT RESOLUTION providing for the termination of Articles numbered eighteen to twenty-five, inclusive, and Article numbered thirty of the Treaty between the United States of America and Her Britannic Majesty, concluded at Washington, May eighth, eighteen hundred and seventy-one.

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled: That in the judgment of Congress the provisions of "Articles numbered eighteen to twenty-five, inclusive, and of Article thirty of the Treaty "between the United States and Her Britannic Majesty, for an amicable settlement of all "causes of difference between the two countries, concluded at Washington on the eighth "day of May, anno Domini eighteen hundred and seventy-one, ought to be terminated at "the earliest possible time, and be no longer in force: and to this end the President be, "and he hereby is, directed to give notice to the Government of Her Britannic Majesty "that the provisions of each and every of the articles aforesaid, will terminate and be of no "force on the expiration of two years next after the time of giving such notice.

"Sec. 2. That the President be, and he hereby is, directed to give and communicate to "the Government of Her Britannic Majesty such notice of such termination on the first "day of July, anno Domini eighteen hundred and eighty-three, or as soon thereafter as "may be,

"Sec. 3. That on and after the expiration of the two years' time required by said Treaty, each and every of said articles shall be deemed and held to have expired and be of no force and effect, and that every Department of the Government of the United States shall execute the laws of the United States (in the premises) in the same manner and to the same effect as if said articles had never been in force; and the Act of Congress approved 1st March, anno Domini eighteen hundred and seventy-three, intituled: 'An Act to carry into effect the provisions of the treaty between the United States and Great Britain, signed in the city of Washington the eighth day of May, eighteen hundred and seventy-one, relating to the fisheries,' so far as it relates to the articles of said treaty so to be terminated, shall be and stand repealed and be of no force on and after the time of the expiration of the said two years."

Approved 3rd March, 1883.

On 2nd July, 1883, the United States' Minister at London accordingly notified Her Majesty's Government that the Fishery Articles of the Treaty of Washington would terminate on the 1st July, 1885.

A temporary agreement, as the result of negotiations, was entered into between the United States and Great Britain, the purport of which is set forth in the following proclamation issued by the President of the United States:—

AGREEMENT between the United States and Great Britain respecting the Fisheries. Concluded 22nd June, 1885.

NOTICE.

By direction of the President, the undersigned Secretary of State hereby makes known to all whom it may concern, that a temporary diplomatic agreement has been entered into between the Government of the United States and the Government of Her Britannic Majesty in relation to the fishing privileges which were granted by the fishery clauses of the treaty between the United States and Great Britain, of 8th May, 1871, whereby the privilege of fishing, which would otherwise have terminated with the treaty clauses on the 1st of July proximo, may continue to be enjoyed by the citizens and subjects of the two countries engaged in fishing operations throughout the season of 1885.

This agreement proceeds from the mutual good will of the two Governments, and has and has been reached solely to avoid all misunderstanding and difficulties which might otherwise arise from the abrupt termination of the fishing of 1885, in the midst of the season.

The immunity which is accorded by this agreement to the vessels belonging to the citizens of the United States engaged in fishing in the British American waters, will likewise be extended to British vessels and subjects engaged in fishing in the waters of the United States.

The Joint Resolution of Congress, of 3rd March, 1883, providing for the termination of the Fishery Articles of the Treaty of 8th May, 1871, having repealed in terms, the Act of 1st March, 1873, for the execution of the Fishery Articles, and that repeal being express and absolute from the date of the termination of the said Fishery Articles; under due notification given and proclaimed by the President of the United States, to wit, 1st July, 1885, the present temporary agreement in no way affects the question of statutory enactment or exemption from Customs duties, as to which the abrogation of the Fishery articles remains complete.

As part of this agreement, the President will bring the whole question of the fisheries before Congress at its next session in December, and recommend the appointment of a Joint Commission by the Government of the United States and Great Britain to consider the matter, in the interest of maintaining good neighborhood and friendly intercourse between the two countries, thus affording a prospect of negotiation for the development and extension of trade between the United States and British North America.

Copies of the memoranda and exchanged notes on which this temporary agreement rests are appended. Reference is also made to the President's Proclamation of 31st January, 1885, terminating the Fishery Articles of the Treaty of Washington.

By direction of the President,

(Sd.) T. F. BAYARD,
Secretary of State.

It will be noticed that, under this agreement, the provisions of the Washington Treaty, in so far as they relate to fisheries, were extended by the Government of Canada until the close of the season's fishing of 1885, in order to avoid complications between both Governments as well as to obviate hardships in the case of parties whose vessels had been fitted for a whole season's fishing, and the President of the United States was to recommend the appointment of a Joint Commission for the settlement of the whole fishery question as well as for the extension and development of trade relations, which he did in his Annual Message to Congress in December, 1885, in the following terms:—

EXTRACT FROM THE PRESIDENT'S MESSAGE.

"The marked good-will between the United States and Great Britain has been maintained during the past year.

"The termination of the fishery clauses of the Treaty of Washington, in pursuance of the Joint Resolution of 3rd March, 1883, must have resulted in the abrupt cessation on the 1st of July of this year, in the midst of their ventures, of the operations of the citizens of the United States engaged in fishing in British American waters but for a diplomatic understanding reached with Her Majesty's Government in June last, whereby assurance was obtained that no interruption of those operations should take place during the current fishing season.

"In the interest of good neighborhood and of the commercial intercourse of adjacent communities, the question of the North American fisheries is one of much importance.

"Following out the intimation given by me when the extensory arrangement above described was negotiated, I recommend that the Congress provide for the appointment of a Commission in which the Governments of the United States and Great Britain shall be respectively represented, charged with the consideration and settlement, upon a just, equitable and honorable basis, of the entire question of the fishing rights of the two Governments and their respective citizens on the coasts of the United States and British North America. The fishing interests being intimately related to other general questions dependent upon contiguity and intercourse, consideration thereof, in all their equities, might also properly come within the purview of such a commission, and the fullest latitude of expression on both sides should be permitted."

This recommendation was not, however, favorably entertained by the Committee on Foreign Relations, who reported on the 14th April, 1886, that, "In the opinion of the Senate the appointment of a Commission, in which the Governments of the United States and Great Britain shall be represented, charged with the consideration and settlement of the fishing rights of the two Governments, on the coasts of the United States and British North America, ought not to be provided for by Congress."

The above Resolution was agreed to by a vote of 35 against 10 and determined in the affirmative.

REMARKS.

The Washington Treaty went into operation in 1873 and continued in force until 1st July, 1885. During these years there were no disputes, no seizures of American poaching schooners, and this might have continued had not the United States' Government given notice of the termination of the Treaty, upon which all the privileges granted under it ceased, and no other course was left the Canadian Government but to adopt means for the protection of its rights, as secured by the Convention of 1818.

Steps were, in consequence, immediately taken for the equipment of a Fisheries Protection Force, and the following vessels were put in commission in the spring of 1886 and continued to cruise on their respective stations until the close of the fishing season :

Name of Vessel.	Tonnage.	Crew.	Charter.	Commanded by.
			Rate per month.	
			\$	
Steamer "Lansdowne"	463	34	Govt. property.	Captain P. A. Scott, R.N.
do "Acadia"	483	34	do	do
do "La Canadienne"	227	30	do	do Wm. Wakeham.
Schooner "L. Houlett"	74	18	300	do O. M. Lorway.
do "Terror"	80	18	250	do Thos. Quigley.
do "General Middleton"	67	18	300	do Jas. McLean.
do "F. E. Conrod"	68	18	300	do M. Smeltzer.
do "Ortic"	57	18	280	do Wm. McLaren.
do "Lizzie Lindsay"	91	18	300	do L. Pouliot.

The steamer "Acadia" was purchased in August at a cost of \$40,000 to replace the "Lansdowne." She has proved in every respect well fitted for the service.

The number of United States' vessels seized or detained during the season of 1886, for violations of the Treaty rights or infractions of Customs' Regulations, will be found at Appendix B, page 48, of the present report.

INSTRUCTIONS TO COMMANDERS OF GOVERNMENT VESSELS ENGAGED IN THE PROTECTION OF THE INSHORE FISHERIES OF CANADA.

DEPARTMENT OF FISHERIES,
OTTAWA, 16th March, 1886.

SIR,—In the performance of the special and important services to which you have been appointed you will be guided by the following confidential instructions.

For convenience of reference, these have been divided under the different headings of *Powers, Jurisdiction, Duties and General Directions.*

POWERS.

The Powers with which you are invested, are derived from, and to be exercised in accordance with the following statutes, among others :—"The Fisheries Act" (31 Vic., cap. 60, of Canada); "An Act respecting Fishing by Foreign Vessels" (31 Vic., cap. 61, of Canada), and the subsequent statute entitled: "An Act to amend the Act respecting Fishing by Foreign Vessels," made and passed the 12th May, 1870 (33 Vic., cap. 15, of Canada); also, "An Act to further amend the said Act" (34 Vic., cap. 23, of Canada).

"Chapter 94 of the Revised Statutes (third series) of Nova Scotia" (of the "Coast and Deep Sea Fisheries"), amended by the Act entitled: "An Act to amend cap. 94 of the Revised Statutes of Nova Scotia" (29 Vic., cap. 35).

An Act passed by the Legislature of the Province of New Brunswick entitled: "An Act relating to the Coast Fisheries, and for the prevention of Illicit Trade" (16 Vic., cap. 69).

Also an Act passed by the Legislature of Prince Edward Island (6 Vic., cap. 14) entitled : "An Act relating to the Fisheries, and for the prevention of Illicit Trade in Prince Edward Island, and the coasts and harbors thereof."

Also from such regulations as have been passed or may be passed by the Governor General in Council, or from instructions from the Department of Fisheries, under "The Fisheries Act," hereinbefore cited.

As Fishery Officer you have full authority to compel the observance of the requirements of the *Fisheries Acts* and regulations by foreign fishing vessels and fishermen in those parts of the coasts of Canada to which, by the Convention of 1818, they are admitted to privileges of taking or drying and curing fish concurrent with those enjoyed by British fishing vessels and fishermen.

You will receive instructions from the Customs Department authorizing you to act as an officer of the Customs, and in that capacity you are to see that the Revenue Laws and Regulations are duly observed.

JURISDICTION.

Your jurisdiction with respect to any action you may take against foreign fishing vessels and citizens engaged in fishing is to be exercised only within the limits of "three marine miles" of any of "the coasts, bays, creeks or harbours," of Canada.

With regard to the Magdalen Islands, although the liberty to land and to dry and cure fish there is not expressly given by the terms of the convention to United States fishermen, it is not at present intended to exclude them from these islands.

DUTIES.

It will be your duty to protect the inshore fisheries of Canada in accordance with the conditions laid down by the Convention of the 20th October, 1818, the first article of which provides :—

"Whereas, differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof to take, dry and cure fish, on certain coasts, bays, harbours and creeks, of His Britannic Majesty's dominions in America, it is agreed between the High Contracting Parties, that the inhabitants of the said United States shall have, forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind, on that part of the Southern Coast of Newfoundland, which extends from Cape Ray to the Rameau Islands, on the Western and Northern Coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magda'en Islands; and also on the coasts, bays, harbours, and creeks from Mount Joly, on the Southern Coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company; and that the American fishermen shall also have liberty, forever, to dry and cure fish in any of the unsettled bays, harbours and creeks, of the Southern part of the coast of Newfoundland, hereabove described, and of the Coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portions so settled, without previous agreement for such purpose with the inhabitants, proprietors or possessors of the ground."

"And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbours of His Britannic Majesty's dominions in America, not included within the above-mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbours, for the purpose of shelter and repairing of damages therein, of purchasing wood and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them."

By this you will observe, United States fishermen are secured the liberty of taking fish on the Southern Coasts of Labrador, and around the Magdalen Islands, and of drying and curing fish along certain of the Southern Shores of Labrador, where this coast is unsettled, or if settled, after previous agreement with the settlers or owners of the ground.

In all other parts the exclusion of foreign vessels and boats is absolute, so far as fishing is concerned, and is to be enforced within the limits laid down by the Convention of 1818, they being allowed to enter bays and harbours for four purposes only, viz.,—*for shelter, the repairing of damages, the purchasing of wood, and to obtain water.*

You are to compel, if necessary, the maintenance of peace and good order by foreign fishermen pursuing their calling and enjoying concurrent privileges of fishing or curing fish with British fishermen, in those parts to which they are admitted by the Treaty of 1818.

You are to see that they obey the laws of the country, that they do not molest British fishermen in the pursuit of their calling and that they observe the regulations of the fishery laws in every respect.

You are to prevent foreign fishing vessels and boats which enter bays and harbours for the four legal purposes above mentioned, from taking advantage thereof, to take, dry or cure fish therein, to purchase bait, ice, or supplies, or to tranship cargoes, or from transacting any business in connection with their fishing operations.

It is not desired that you should put a narrow construction on the term "unsettled." Places containing a few isolated houses might not, in some instances, be susceptible of being considered as "settled" within the meaning and purpose of the Convention. Something would, however, depend upon the facts of the situation and circumstances of the settlement. Private and proprietary rights form an element in the consideration of this point. *The generally conciliatory spirit in which it is desirable that you should carry out these instructions, and the wish of Her Majesty's Government that the rights of exclusion should not be strained,* must influence you in making as fair and liberal an application of the term as shall consist with the just claims of all parties.

Should interference with the pursuits of British fishermen or the property of Canadians appear to be inseparable from the exercise of such indulgence, you will withhold it and insist upon entire exclusion.

United States fishermen should be made aware that, in addition to being obliged, in common with those subjects of Her Majesty with whom they exercise concurrent privileges of fishing in Colonial waters, to obey the laws of the country, and particularly such Acts and Regulations as exist to ensure the peaceable and profitable enjoyment of the fisheries by all persons entitled thereto, they are peculiarly bound to preserve peace and order in the quasi settled places to which, by the liberal disposition of Canadian authorities, they may be admitted.

Wheresoever foreigners may fish in Canadian waters, you will compel them to observe the Fishery Laws. Particular attention should be directed to the injury which results from cleaning fish on-board their vessels while afloat, and the throwing overboard of offals, thus fouling the fishing, feeding and breeding grounds. "The Fisheries Act" (Section 14) provides a heavy penalty for this offence.

Take occasion to enquire into and report upon any modes of fishing, or any practices adopted by foreign fishermen, which appear to be injurious to the fisheries.

GENERAL DIRECTIONS.

You will accost every foreign fishing vessel within the limits described, and if that vessel should be either fishing, preparing to fish, or should obviously have been fishing within the prohibited limits, you will, by virtue of the authority conferred upon you by your Commission, and under the provisions of the Acts above recited, seize at once (recourse to force in doing so being only justifiable after every other effort has failed) any vessel detected in violating the law and send her or take her into port for condemnation.

Copies of the Acts of Parliament subjecting to seizure and forfeiture any foreign ship, vessel or boat which should be either fishing, preparing to fish or should obviously have been fishing within the prohibited limits, and providing for carrying out the seizure and forfeiture are furnished herewith for your information and distribution.

Should you have the occasion to compel any foreign fishing vessels or fishermen to conform to the requirements of the "Fisheries Act and Regulations," as regards the modes and incidents of fishing, at those places to which they are admitted under the Convention of 1818, particularly in relation to ballast, fish offals, setting of nets, hauling of seines, and use of "trawls" or "bultows," more especially at and around the Magdalen Island, your power and authority under such cases will be similar to that of any other fishery officer appointed to enforce the Fishery Laws in Canadian waters (*Vide Fisheries Act*).

If a foreign ship, vessel or boat be found violating the Convention or resisting consequent seizure, and momentarily effects her escape from the vicinity of her capture or elsewhere, she remains always liable to seizure and detention if met by yourself in Canadian waters, and British waters everywhere if brought to account by Her Majesty's cruisers. But great care must be taken to make certain of the identity of any offending vessel to be so dealt with.

All vessels seized must be placed, as soon as possible, in the custody of the nearest Customs Collector, and information, with a statement of the facts, and the deposition of your sailing master, clerk, lieutenant or mate, and of two at least of the most reliable of your crew be despatched with all possible diligence to the Government. Be careful to describe the exact locality where the violation of the law took place, and the ship, vessel or

boat was seized. Also corroborate the bearings taken, by sounding, and by buoying the place (if possible) with a view to actual measurement, and make such incidental reference to conspicuous points and land marks as shall place beyond doubt the illegal position of the seized ship, vessel or boat.

Omit no precaution to establish on the spot that the trespass was or is being committed within three miles of land.

As it is possible that foreign fishing craft may be driven into Canadian waters by violent or contrary winds, by strong tides, through misadventure, or some other cause independent of the will of the master and crew, you will consider these circumstances, and satisfy yourself with regard thereto before taking the extreme step of seizing or detaining any vessel.

On capture, it will be desirable to take part of the foreign crew aboard the vessel under your command, and place some of your own crew, as a measure of precaution, on board the seized vessel; first lowering the foreign flag borne at the time of capture. If your ordinary complement of men does not admit of this being done, or if because of several seizures the number of your hands might be too much reduced, you will, in such emergency, endeavour to engage a few trustworthy men. The portion of foreign crew taken on board the Government vessel you will land at the nearest place where a Consul of the United States is situated, or where the readiest conveyance to any American Consulate in Canada may be reached, and leave them there.

When any of Her Majesty's vessels about the fishing stations or in port are met with, you should, if circumstances permit, go on board and confer with the Naval Commander, and receive any suggestions he may feel disposed to give, which do not conflict with those instructions, and afford him any information you may possess about the movements of foreign craft; also inform him what vessels you have accosted and where.

Do not fail to make a full entry of all circumstances connected with foreign fishing vessels, noting their names, tonnage, ownership, crew, port, place of fishing, cargo, voyage, and destination, and (if ascertainable) their catch. Report your proceedings as often as possible, and keep the Department fully advised on every opportunity, where instructions would most probably reach you at stated intervals.

Directions as to the stations and limits on which you are to cruise, and any further instructions that may be deemed necessary, will, from time to time, be conveyed to you.

Considerable inconvenience is caused by Canadian fishing vessels neglecting to show their colours. You will draw the attention of masters to this fact, and request them to hoist their colours without requiring to be hailed and boarded.

It cannot be too strongly urged upon you, nor can you too earnestly impress upon the officers and crew under your command, that the service in which you and they are engaged should be performed with forbearance and discrimination.

The Government relies on your prudence, discretion and firmness in the performance of the special duties entrusted to you.

I am, Sir,

Your obedient servant,

(Sd.) GEORGE E. FOSTER,
Minister of Marine and Fisheries.

THE SEASON'S WORK AND THE WAY IT WAS PERFORMED.

To briefly summarize the work done by the Fisheries Protection Cruisers, during the season of 1886, I beg to state that, the S.S. "Lansdowne" was put in commission on the 20th March, cruising around the coasts of Nova Scotia, Bay of Fundy and Prince Edward Island, until the middle of September, when she was replaced by the S.S. "Acadia," purchased for this service.

The latter steamer continued to patrol on the same grounds until the close of the season, occasionally paying a flying visit to Bay des Chaleurs to see that the duties of the Cruiser stationed at the entrance were properly attended to.

The S.S. "La Canadienne" was engaged cruising in the Gulf of St. Lawrence, around Magdalen Islands and in Bay des Chaleurs, from the 17th May until the 27th October.

The Schooner "Houlett" was placed in commission on the 15th May and cruised, until the close of the season, mostly around the coast of Prince Edward Island and in the Straits of Northumberland.

The Schooner "Critic" began her work on the 15th June and continued until the 30th October, cruising off the coasts of Prince Edward Island.

The Schooner "Conrod" was put in commission on the 15th of May and continued patrolling the Strait of Northumberland until the 15th November.

The Schooner "Terror" was employed from the 19th May until the 4th December protecting the eastern coast of Nova Scotia.

The Schooner "General Middleton" was kept cruising in the Bay of Fundy from 11th May until the close of the season. The principal part of her duties consisted in protecting the valuable herring fisheries of Grand Manan and Campobello.

The Schooner "L. Lindsay" was stationed during the fishing season at the mouth of Bay des Chaleurs.

Reference to the Boarding Reports published at Appendix A will show the particulars of 780 official visits to vessels of the fishing fleet during the season of 1886. These visits were, with a few exceptions, to United States fishing vessels, some of which were boarded several times.

EXPENDITURE.

The expenditure in connection with the Fisheries Protection Service will be found in detail at page 50 of Appendix C. The aggregate expenditure for this service up to 31st December, 1886, was \$130,112.18, which amount includes the sum of \$40,000 paid for the purchase of the iron steamer "Acadia."

CONCLUSION.

It is gratifying to acknowledge the efficiency of the staff employed in connection with the above force, to whose individual zeal and discretion the successful enforcement of the Fishery Article of the Convention of 1818, and the general welfare of the Fisheries Protection Service are much indebted.

I have the honor to be, Sir,

Your most obedient servant,

JOHN TILTON,
Deputy Minister of Fisheries

DEPARTMENT OF FISHERIES,
31st December, 1886.

APPENDICES.

APPENDIX A.

SCHEDULE of Fishing Vessels boarded during the Season of 1886 by Officers in command of the Fisheries' Police Cruisers.

COPY of Boarding Book of Schooner "L HOULETT," CHAS. M. LORWAY, Commander.

NAME OF VESSELS AND OWNER.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Susie Hooper.....	D. Allen & Son.....	J. B. Signorth.....	73	12	Gloucester, Mass....	May 29...	Sand Point, N.S.	Fishing supplies. Bound to Grand Banks. In for shelter.
Annie M. Jordan.....	Rowe & Jordan.....	A. Haynes.....	91	14	do	June 11...	Canso, N.S.	Fishing supplies. Bound to Banquereau. In for shelter.
G. P. Whitman.	Andrew Leighton.....	B. A. Williams ..	89	16	do	do 15...	White Haven, N.S.	75 brls. mackerel. 12 days out. In for shelter. Bound North Bay
W. D. Daisly....	J. Gorman & Co.....	J. Gorman.....	93	16	do	do 26...	Hawkebury, N.S.	Fishing supplies. Bound North Bay. In for shelter.
William Tell.....	Ambrose White.....	J. H. Gilley.....	61	11	Buckeport, Me.....	do 27...	do	Lost main mast on Banquereau. Catch 250 qts cod. In for repairs. 33 days out.
Gertie May.....	O. A. Gupill.....	J. Doughty.....	96	14	Portland, Me	do 28...	Mulgrave, N.S...	Fishing supplies. Bound Grand Banks. Seeking bait.
Nellie N. Rowe..	B. Lewis.....	E. Lewis	79	17	Gloucester, Mass....	do 28...	do	Fishing supplies. Bound North Bay. In for shelter and water.
Centennial.....	D. C. & H. Babson...	McGarry	110	16	do	do 28...	do	do
Orient.....	Chas. Lee	Chas. Lee	89	16	do	do 28...	Hawkebury, N.S.	do
John S. McQuinn	J. S. McQuinn	Chas. Martin.....	77	16	do	do 28...	do	do
W. Gafney.....	Joseph Smith.....	J. W. Thomas.....	70	16	do	do 28...	Port Mulgrave...	do
Martha C.....	L. Whalen.....	T. W. Cunningham..	75	16	do	do 28...	do	do
Samuel B. Orane	Jno. McDonough.....	Owen Whitten.....	74	17	do	do 29...	Souris, P.E.I....	36 brls. mackerel. 21 days. North Bay. In for repairs.
Ossipee	Thompson.....	John Johnson.....	63	16	do	do 29...	do	12 brls. mackerel. 20 days. North Bay. In for shelter.
Thos. F. Bayard	J. McDonald.....	J. McDonald	96	14	do	July 1...	do	Fishing supplies. Bound Grand Banks. Seeking bait. In for shelter.
H. G. French....	J. W. Campbell.....	Jno. Ohlsholm.....	95	16	do	do 6...	Malpeque, P.E.I.	35 brls mackerel. 21 days. Caught principally north side. In for shelter.

Margaret S. Smith	A. M. Smith.....	L. H. Jewett.....	109	17	Portland, Me.....	July	6...	Malpèque, P.E.I.	200 brls. mackerel. 21 days out. Caught north side, P.E.I. In for shelter.
Ellen W. Sawyer	J. W. Sawyer.....	Jno. Orchard.....	103	16	do	do	6...	do	Just from home. Fishing supplies.
Edith Flower	Unningham & Thompson.....	John A. McKinnon...	108	16	Gloucester, Mass...	do	6...	do	In for shelter.
Edith Orient	Charles Lee.....	Charles Lee.....	89	16	do	do	6...	do	20 brls. mackerel. 5 days. North side Island. In for shelter.
W. Gafney	Joseph Smith.....	J. W. Thomas.....	70	16	do	do	6...	do	50 brls. mackerel. 7 days in Bay, north side. In for shelter.
Cecil H. Low...	Benj. Low.....	A. McKenzie.....	75	16	Gloucester, Mass...	do	6...	do	5 brls. mackerel. 7 days in Bay, north side. In for shelter.
Eliza A. Thomas	U. D. Thomas.....	E. S. Bibber.....	88	16	Portland, Me.....	do	6...	do	Just from home. Fishing supplies. In for shelter.
A. H. Harding...	George Norwood....	A. O. Adams.....	61	16	Gloucester, Mass...	do	6...	do	12 brls. mackerel. 9 days in Bay, north side. In for shelter.
Charles H. Kelly	S. N. Mayo.....	O. E. Sprague.....	65	15	Boston, Mass.....	do	6...	do	Just from home. Fishing supplies. In for shelter.
Molly Adams...	Sol. Jacobs.....	Sol. Jacobs.....	117	17	Gloucester, Mass...	do	6...	do	16 brls. mackerel. 3 days in Bay, north side. In for shelter.
Warren J. Oresby	Frank Carroll.....	Frank Carroll.....	107	17	do	do	6...	do	250 brls. mackerel. 18 days in Bay. Caught principally north side P.E.I. In for shelter.
Nellie N. Rowe..	E. Lewis.....	E. Lewis.....	79	17	do	do	6...	do	Just from home. Fishing supplies. In for shelter.
Ossipee.....	Unningham & Thompson.....	John Johnson.....	63	16	do	do	6...	do	70 brls. mackerel. 7 days in Bay, N. side. Shelter and repairs.
Morning Star...	G. S. Mayo.....	P. F. Smith.....	76	15	Boston, Mass.....	do	7..	do	14 brls. mackerel. North Bay. In for shelter.
Robin Hood	A. Mansfield.....	A. O. Burnham.....	88	16	Gloucester, Mass...	do	7...	do	16 brls. mackerel. 3 days in Bay, north side. In for shelter.
Moro Castle....	McKenzie, Harding & Co.....	E. Joyce.....	88	17	do	do	7...	do	30 brls. mackerel. 4 days in Bay, north side Island. In for shelter.
S. S. Novelty...	H. B. Joyce.....	H. B. Joyce.....	197	35	Portland, Me.....	do	12...	OFFTignish, P.E.I.	80 brls. mackerel. 14 days in Bay, north side Island. In for shelter.
Sam. R. Crane...	John McDonough...	Owen Whitten.....	74	17	Gloucester, Mass...	do	12...	do	400 brls. mackerel. 10 days in Bay, north side. Medical aid.
Hattie Evelyn...	J. A. Cromwell....	J. A. Cromwell.....	66	15	do	do	13...	do	85 brls. mackerel. 20 days in Bay, north side. In for water.
S. S. Novelty....	H. B. Joyce.....	H. B. Joyce.....	197	26	Portland, Me.....	do	15...	do	300 brls. mackerel. 28 days in Bay. Bound home. In for water.
Lizzie Smith ...	N. B. Rich.....	Thos. Newcombe....	77	16	Wellsfleet, Mass....	do	16...	do	700 brls. mackerel. 13 days in Bay. Bound home. Short coals, in for wood, watching him closely.
Julia Ellen.....	J. R. Burns.....	J. E. Burns.....	43	14	Friendship, Me....	do	24...	do	Just from home. Fishing supplies. In for shelter.
									225 brls. mackerel. 16 days in Bay. In for water.

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

COPY of Boarding Book of Schooner "L. HOULETT," CHAS. M. LORWAY, Commander.

NAME OF VESSELS AND OWNER.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Henry L. Phillips	George Dennis	W. W. Wilson	76	15	Gloucester, Mass.	July 26	Malpèque, P.E.I.	Just arrived. Fishing supplies.
Emma O. Curtis	Elisha Rich	Elisha Rich	61	14	Provincetown, Mass.	do 26	do	In for shelter. do
Eddie Davidson	J. D. Snow	J. D. Snow	77	16	Wellfleet, Mass.	do 28	do	do do
Ethel & Addie	Lewis, Chase & Whittens	A. Dyer	86	18	Portland, Me.	do 26	do	do do
Christina Ellsworth	Jas. Ellsworth	Jas. Ellsworth	92	17	Eastport do	do 27	do	do do
Margaret Smith	A. M. Smith	C. W. Jewett	109	18	Portland do	do 28	do	do do
Leona	W. G. Pool	W. G. Pool	95	16	Gloucester, Mass.	do 28	do	do do
Belle N. Naus	L. B. Naus	L. B. Naus	88	17	do	do 28	do	do do
Nevel B. Haws	T. O. Kennedy	T. O. Kennedy	84	16	Wellfleet, Mass.	August 3	do	Just from home. Fishing supplies.
John S. McQuinn	J. S. McQuinn	O. Martin	77	16	Gloucester, Mass.	do 6	Tignish, P.E.I.	In for shelter. Fishing supplies.
Porter S. Roberts	Andrew Leighton	W. H. Greenleaf	70	16	do	do 10	Carcumpe, P.E.I.	Just from home. Fishing supplies.
Andrew Burnham	Debut & Bagget	N. F. Blake	84	17	Boston, Mass.	do 10	do	2 days in Bay. 40 brls. mackerel.
A. R. Crittenden	Isaac Steele	J. E. Graham	81	16	Gloucester, Mass.	do 10	do	3 days in Bay. 125 b. ls. mackerel.
Robert D. Rhodes	W. S. Jordan	J. Welsh	57	14	Portland, Me.	do 10	do	In for shelter. Fishing supplies.
Ellen Dale	R. G. Babbidge	R. G. Babbidge	55	14	North Haven, Me.	do 12	do	In for shelter. 270 brls. mackerel.
Samuel R. Crane	John McDonough	Owen Whitten	74	17	Gloucester, Mass.	do 12	do	7 days in Bay. 100 brls. mackerel.
Ellen M. Adams	F. Norwood	T. Parris	85	17	do	do 12	do	In for shelter. 18 brls. mackerel.
Fanny A. Spaulding	A. M. Smith	O. S. Parris	81	16	Portland, Me.	do 12	do	16 days in Bay. 60 brls. mackerel.

Harry Morgan- than.....	O. A. Dyer.	H. M. McKown	85	16	do	Aug. 12...	Oasumpco, P. E. I.	16 days in Bay. 100 brls. mackerel. In for shelter.
W. H. Foye	Sylvanus Smith.....	J. M. Joyce.....	66	15	Gloucester, Mass...	do 12...	do	8 days in Bay. 110 brls. mackerel. In for shelter.
Chas. C. Warren	Amos A. Rackliff...	W. Cartlett.....	103	18	do	do 12...	do	16 days in Bay. 200 brls. mackerel. In for shelter.
Ada R. Terry....	E. D. Terry.....	R. D. Terry	65	15	do	do 12...	do	10 days in Bay. 25 brls. mackerel. In for shelter.
Henry Dennis....	G. M. McLain.....	Fred. Orme.....	91	16	do	do 12...	do	15 days in Bay. 80 brls. mackerel. In for shelter.
John G. Whittier	W. H. Jordan.....	W. Thurston.....	99	17	do	do 12...	do	10 days in Bay. 50 brls. mackerel. In for shelter.
Waterfall	J. W. Sawyer.....	A. Long.....	70	16	Portland, Me.	do 12...	do	3 days in Bay. 45 brls. mackerel. In for shelter.
Francis M. Lor- ing.....	O. B. Whitten	G. H. Brown	73	13	do	do 12...	do	7 days in Bay. 30 brls. mackerel. In for shelter.
J. W. Campbell.	B. Low.....	O. Ohlholm.....	79	15	Gloucester, Mass...	do 12...	Tignish, P. E. I.	14 days in Bay. 230 brls. mackerel. In for medical attendance.
Fleetwing	B. Montgomery.....	W. G. Kiff	56	14	do	do 13...	Oasumpco, P. E. I.	3 weeks in Bay. 300 brls. mack- erel. In for shelter.
Stowell Sherman	S. T. Hatch	S. T. Hatch.....	87	15	Provincetown, do	do 13...	do	Just from home. Fishing supplies. In for shelter.
Lizzie M. Centre O m m o d o r e Foote	Jos. Smith.....	Jos. Smith	77	17	Gloucester, Mass...	do 13...	do	14 days in Bay. 325 brls. mackerel. In for shelter.
Eliza A. Thomas	Cunningham & Thompson.....	W. P. Gray.....	61	15	do	do 13...	do	3 weeks in Bay. 150 brls. mack- erel. In for shelter.
Phil. Sheridan...	O. D. Thomas	E. S. Bibber.....	88	16	Portland, Me.....	do 13...	do	6 days in Bay. 50 brls. mackerel. In for shelter.
Pioneer	B. Low.....	John Man	93	15	Gloucester, Mass..	do 14...	do	Just from home. Fishing supplies. In for shelter.
Moro Oastle	L. Whelan	J. S. Gittel.....	63	15	do	do 14...	do	6 days. West side. 4 brls. mack- erel. In for shelter.
Nellie M. Snow.	Mckenzie, Harding & Co	E. Joyce	87	17	do	do 14...	do	14 days. West side. 165 brls. mackerel. In for shelter.
Danl. Simmons.	J. S. Young.....	A. E. Snow	61	16	Wellfleet, Mass....	do 14...	do	6 days. West side. No fish. In for shelter.
May Flower	M. Stenson	J. A. Gott.....	66	16	Swan's Island, Me.	do 14...	do	3 weeks. West side. 150 brls mackerel. In for shelter.
Fannie Bell.....	Cunningham & Thompson.....	J. McKinnon.....	108	16	Gloucester, Mass..	do 14...	do	6 days. West side. 75 brls. mack- erel. In for shelter.
Alice C. Jordan.	W. B. Combs.....	F. H. Hall.....	80	17	do	do 14...	do	5 days. West side. No fish. In for shelter.
Centennial	Rowe & Jordan.	J. Warren.....	81	17	do	do 14...	do	7 days. West side. 20 brls mack- erel. In for shelter.
	D. O. & H. Babson...	A. McGrey	110	17	do	do 15...	do	7 days. West side. 50 brls. mack- erel. In for shelter.

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Schooner "L. HOULETT," CHAS. M. LOEWAY, Commander.

NAME OF VESSELS AND OWNER.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHEN BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men		Date.	Place.	
W. Hy. Long-fellow	F. G. Winton	W. King	77	16	Gloucester, Mass...	Aug. 15...	Oscumpee, P. E. I.	7 days. West side. 10 brls. mackerel. In for shelter.
Gertie May	O. A. Gupta	J. Doughy	96	14	Portland, Me.....	do 15...	Off Kildare, P. E. I.	Just from home. Banker. Fishing supplies. Repairing sails.
John Nye	W. T. Joyce	W. T. Joyce	63	15	Swan's Island, Me.	do 16...	Malpeque, P. E. I.	14 days. West side. 115 brls. mackerel. In for shelter.
Edith Rowe	W. H. Jordan	J. S. Swim	80	17	Gloucester, Mass.	do 16...	do	28 days in Bay. 400 brls. mackerel. Catch between North Point and Miscon.
Lettie Hopkins	E. J. Hopkins	E. J. Hopkins	46	13	Vinal Haven do...	do 16...	do	4 days. West side. No fish. In for shelter.
Alice P. Higgins	N. S. Higgins	A. W. Cobb	85	15	Wellfleet, Mass. ...	do 16...	do	5 days. West side. No fish. In for shelter.
Cynosurt	A. B. Nickerson	T. G. Rush	69	17	Booth Bay, Me.....	do 16...	do	Just arrived. No fish. In for shelter. Fishing supplies.
Rush Light	F. G. Winton	J. S. Kenney	63	14	Gloucester, Mass...	do 16...	do	3 days. West side. No fish. In for shelter.
Solitaire	H. B. Joyce	J. S. Seavey	85	17	Portland, Me.....	do 16...	do	Just arrived. Fishing supplies. No fish. In for shelter.
Uncle Joe	W. T. Maddocks	Irwin Pierce	66	15	Southport, Me.....	do 16...	do	10 days. West side. 50 brls. mackerel. In for shelter.
Ossipee	Cunningham & Thompson	J. Johnson	68	15	Gloucester, Mass...	do 16...	do	Just arrived. Fishing supplies. No fish. In for shelter.
Ellen W. Sawyer	J. W. Sawyer	John Orchard	103	18	Portland, Me.....	do 16...	do	4 days. West side. No fish. In for shelter.
Gracie H. Benson	A. E. Rich	B. K. Benson	88	15	Provincetown, Mass	do 16...	do	14 days. West side. 130 brls. mackerel. In for shelter.
Flora Dillaney	A. E. Whalen	J. Jewett	77	16	Gloucester, Mass...	do 16...	do	6 days. West side. 80 brls. mackerel. In for shelter.
John M. Ball	N. W. Freeman	N. W. Freeman	81	15	Provincetown, Mass	do 16...	do	7 days. West side. 25 brls. mackerel. In for shelter.
Annie Sargent	O. B. Whitten	W. Fisher	63	15	Portland, Me.....	do 16...	do	...

Pendragon.....	A. Mansfield.....	J. Mason	68	16	Gloucester, Mass....	do	16...	do	... 3 days. West side. No fish. In for shelter.
Ethel Mand.	G. H. Martin.....	G. H. Martin	77	16	do	do	16...	do	... 7 days. West side. No fish. In for shelter.
Margaret Smith..	A. M. Smith	L. W. Jewett.....	109	18	Portland, Me.....	do	16...	do	... 21 days. West side and of Misou. 210 brls. mackerel. Shelter.
SS. Novelty.....	H. B. Joyce.....	H. B. Joyce.....	197	36	do	do	16...	do	... 8 days in Bay. No fish. In for shelter.
W. Gafney	Jos. Smith.....	J. M. Thomas.....	70	16	Gloucester, Mass....	do	16...	do	... 14 days. West side. 60 brls. mackerel. In for shelter.
Sir Knight.	W. D. Maddocks.....	Mark Rand	76	17	Southport, Me.....	do	16...	do	... 14 days. West side. 40 brls. mackerel. In for shelter.
Fred. P. Frye....	S. Smith.....	S. Smith.....	81	17	Gloucester, Mass....	do	17...	do	... 30 days in Bay. Bradelle Bank. 415 brls. mackerel. Shelter.
Druid.....	J. S. McQuin.....	J. S. McQuin.....	95	6	do	do	17...	do	... From Gloucester bound to Magdalen Islands. General cargo and shelter.
Elsie Smith.....	A. M. Smith.....	Enoch Bulger.....	106	17	Portland, Me.....	do	18...	do	... 30 days in Bay. North Point and Misou. 300 brls. mackerel. Water and shelter.
Cynosure.....	A. R. Nickerson.....	T. G. Rush	69	17	Booth Bay, Me.....	do	19...	New London, P.E.I.....	... In for shelter. Grounded on Bar. Walling high water to get to sea.
Wildfire.....	Geo. Steel.....	P. McFarlane.....	103	17	Gloucester, Mass....	do	20...	Off Oasumpet, P.E.I.....	... 36 days in Bay. North Point to Tracadie. 300 brls. mackerel.
Maggie & Lilly..	John Parr & Son.....	John Gerry	77	16	do	do	20...	do	... 4 days West side. 19 brls. mackerel. Hove to, inside; ordered off.
Albt H Harding	Geo. Norwood.....	A. O. Adams.....	61	16	do	do	23...	Malpeque, P.E.I.	... 12 days. West side. No fish. In for shelter.
John L. Prason	Geo. Clarke.....	W. M. Hart.....	88	17	do	do	23...	do	... 9 days. West side. No fish. In for shelter.
Govr. Butler....	W. H. Gardner	J. Oliver.....	87	16	do	do	23...	do	... 20 days. North side. 200 brls. mackerel. In for shelter.
Addison Centre.	J. E. Margison.....	S. A. Rowe.....	71	15	do	do	23...	do	... 2 days in Bay. No fish. In for shelter.
Canopus.....	E. A. Bradley	S. McPhee.....	68	16	do	do	23...	do	... do
Natham Oleaves.	P. Hickman	P. Hickman.....	75	15	Wellfleet, Mass.....	do	23...	do	... 28 days. West side. 72 brls. mackerel. In for shelter.
W. H. Foye.....	S. Smith.....	Isaac Joyce.....	66	15	Gloucester, Mass....	do	23...	do	... 28 days. West side. 170 brls. mackerel. In for shelter.
Bertha Pierce....	John Akins.....	John Akins.....	90	16	do	do	23...	do	... 29 days. North side and Bradelle. 300 brls. mackerel. In for shelter.
Mary E. Wolfe...	Farrin S. Groves.....	Simon Barle.....	64	15	Wellfleet, Mass.....	do	23...	do	... 49 days West side and Misou. 160 brls. mackerel. In for shelter.
Willie H. West..	Atkins & Son.....	F. S. Groves.....	64	14	Provincetown, Mass	do	23...	do	... 7 days. North side. 20 brls. mackerel. In for shelter.
Assa H. Pervero.	J. H. Freel.....	A. A. Groves.....	83	17	Wellfleet, Mass.....	do	23...	do	... 21 days. North side. 70 brls. mackerel. In for shelter.

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

COPY of Boarding Book of Schooner "L. HOULETT," CHAS. M. LORWAY, Commander.

NAME OF VESSELS AND OWNER.			TONNAGE.		PORT OF RESIDENCY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Melissa D. Robins	Lincon & Allen.....	J. E. Robins	86	17	Portland, Me.....	Aug. 23...	Malpeque, P.E.I.	23 days. North side. 280 brls. mackerel. In for shelter.
Orient.....	Chas. Lee	Chas. Lee.....	89	16	Gloucester, Mass...	do 23...	do	4 days in Bay. No fish. In for shelter.
J. S. McQuin....	J. S. McQuin.....	Chas. Martin.....	77	16	do	do 23...	do	21 days. West side. 90 brls. mackerel. In for shelter.
Argonaut	J. G. Tart.....	J. Killian.....	70	16	do	do 23...	do	3 days in Bay. No fish. In for shelter.
John G. Whittier	W. Jordan.....	W. Thurston	99	17	do	do 23...	do	21 days. North side and Bradell. 118 brls mackerel. Shelter.
Hattie D. Lonnell	D. S. Lonnell.....	D. S. Lonnell.....	80	16	Provincetown, Mass...	do 23...	do	10 days. Escumine. 60 brls. mackerel. In for shelter.
Nil Desperandum	J. M. Pevere.....	S. M. Pevere.....	76	15	Wellfleet, Mass.....	do 23...	do	20 days. North side. 112 brls. mackerel. In for shelter.
J. S. Garland....	S Cunningham.....	O. T. Keen.....	78	16	Gloucester, Mass...	do 23 ..	do	10 days. West side. No fish. In for shelter.
Isaac A. Ohapman.....	H. Edson.....	B. F. Sprague	80	16	do	do 23...	do	9 days. West side. 6 brls mackerel. In for shelter.
Nellie M. Davis.	A. Melanson.....	A. Melanson.....	89	16	do	do 23...	do	36 days. West side and Miscou. 160 brls. mackerel. In for shelter.
Eddie Davidson.	J. D. Snow	J. D. Snow	77	16	Wellfleet, Mass.....	do 23...	do	27 days. West side Escumine and Miscou. 96 brls mack'l. Shelter.
Gertrude Summers	N. S. Snow	N. S. Snow.....	61	15	do	do 23...	do	21 days. West and north side. 42 brls mackerel. In for shelter.
Paul & Elsie....	J. M. Pope.....	W. M. Benson.....	63	15	Swampscott, Mass...	do 23...	do	3 days. North side. 10 brls. mackerel. In for shelter.
Edward E. Webster.....	Sol. Jacobs	S. Hudder.....	93	16	Gloucester, Mass...	do 23...	do	3 days in Bay. No fish. In for shelter.
Nancy O. Wallson.....	D. Y. Purse.....	D. Y. Purse.....	75	15	Wellfleet, Mass	do 23...	do	21 days. North side. 60 brls. mackerel. In for shelter.
Alice C. Fox....	F. H. Smith.....	S. S. Lewis.....	59	15	North Haven, Me...	do 23...	do	22 days. West and north side. 25 brls. mackerel. In for shelter.

Lady Elgin.....	W. F. Medstant.....	G. W. Pie	72	15	Southport, Me.....	do	23...	do	14 days in Bay. 46 brls mack- erel. In for shelter.
Ellen M. Crosby.	M. Stenson.....	J. S. Smith.....	63	16	Swan Island, Me...	do	23...	do	21 days. West side. 128 brls. mackerel. In for shelter.
Chas. R. Wash- ington.....	J. S. Snow.....	J. S. Snow.....	73	15	Wellfleet, Mass.	do	23...	do	20 days. West side. 11 brls. mack- erel. In for shelter.
Frank D. Rich...	O. A. Gorham.....	O. A. Gorham.....	100	16	do	do	23...	do	28 days. North and west side. 128 brls. mackerel. Shelter.
Daniel Symons...	M. Stenson.....	John Gotts.....	66	16	Oastine, Me.....	do	23...	do	28 days in Bay. North and west side. 280 brls. mackerel. Shelter.
Sarah P. Ayre...	Z. Tarr.....	S. S. Nickerson.....	67	16	Gloucester, Mass..	do	23...	do	3 days in Bay. No fish. In for shelter.
Mattie Winship	J. S. Ayre.....	J. Ternin.....	73	16	do	do	23...	do	14 days. West side. 8 brls mack- erel. In for shelter
Grover Cleveland	W. F. LeBatis.....	J. E. Conary.....	87	16	Boston, Mass.....	do	23...	do	38 days. West side. 160 brls mack- erel. In for shelter.
Robin Hood.....	A. Mansfield.....	A. C. Burnham.....	88	16	Gloucester, Mass...	do	23...	do	14 days. West side. 28 brls. mack- erel. In for shelter.
John W. Bray...	P. G. Wonsen.....	G. E. McLean.....	79	16	do	do	23...	do	3 days in Bay. No fish. In for shelter.
Robt. J. Edwards	J. S. Ayre.....	A. D'cker.....	80	16	do	do	23...	do	do
Emma M. Dyer.	S. Dyer.....	Stephen Dyer.....	77	16	Vinal Haven, Mass	do	23...	do	7 days. West side. 5 brls. mack- erel. In for shelter.
Henry L. Phillips	Geo. Dennis.....	W. W. Nixon.....	76	15	Gloucester, Mass..	do	23...	do	23 days. North side and Bradell 180 brls. mackerel. Shelter.
Ralph Hodgdon.	J. F. Hodgdon.....	J. F. Hodgdon.....	85	17	do	do	23...	do	14 days. North side. 35 brls. mackerel. In for shelter.
Effie T. Kemp...	W. E. Kemp.....	John Nixon.....	76	16	Wellfleet, Mass....	do	23...	do	31 days. West side. 144 brls. mackerel. In for shelter
Henri N. Woods.	G. Norwood & Son...	H. McEachern.....	84	16	Gloucester, Mass..	do	23...	do	15 days. Bradell Bank. 70 brls. mackerel. In for shelter.
Wm. H. Jordan.	Jas. Anderson.....	S. B. Cole.....	86	16	do	do	23...	do	9 days. West side. No fish. In for shelter.
Highland Light.	J. H. Rider.....	J. H. Rider.....	89	15	Wellfleet, Mass....	do	23...	do	28 days. West side. 175 brls. mackerel. In for shelter.
Pleiades.....	P. W. Snow.....	P. W. Snow.....	77	15	do	do	23...	do	17 days. West side. 10 brls. mackerel. In for shelter.
Walter L. Rich.	Obediah Rich.....	Obediah Rich.....	79	15	do	do	23...	do	20 days. Escominac and Miscon. 147 brls. mackerel. Shelter.
O. F. Atwood....	M. Burrows.....	M. Burrows.....	69	16	do	do	23...	do	21 days. West side. 130 brls. mackerel. In for shelter.
Eddie Piers.....	O. A. Dyer.....	P. D. McKown.....	91	17	Portland, Me.....	do	23...	do	10 days. Escominac. 60 brls. mackerel. In for shelter.
Richd. S. New- comb.....	A. H. Nihil.....	A. H. Nihil.....	69	14	Provincetown, Mass	do	23...	do	3 days in Bay. No fish. In for shelter.
Alice.....	J. B. Rich.....	J. B. Rich.....	84	16	do	do	23...	do	17 days. West side. 17 brls. mackerel. In for shelter.
Martha O.....	L. Whalen.....	T. Cunningham.....	76	16	Gloucester, Mass..	do	23...	do	14 days. North side. 100 brls. mackerel. In for shelter.

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

COPY of Boarding Book of Schooner "L. HOULETT," CHAS. M. LORWAY, Commander.

NAME OF VESSELS AND OWNERS.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Frank Foster...	Frank Foster.....	Frank Foster.....	56	15	Gloucester, Mass..	Aug. 23...	Malpèque, P.E.I.	15 days. West side. 12 brls mackerel. In for shelter.
Cora Louise.....	S. Nickerson.	O. R. Harris.....	74	16	Booth Bay, Me....	do 23...	do	28 days. Escuminac and Miscou. 130 brls. mackerel. shelter.
A. M. Burnham..	Ell Wilson.....	Ell Wilson.....	60	15	Gloucester, Mass..	do 23...	do	9 days in Bay. 20 brls. mackerel. In for shelter.
Druid	J. S. McQuin.....	J. S. McQuin.....	95	6	do	do 24...	do	Arrived from Magdalen Islands with clearance for Gloucester. Part of original cargo and 700 brls. mackerel received from American fishermen. Shelter.
Mary A. Clark..	Geo. Clark & Co....	H. F. Brown.....	79	18	do	do 29...	Gasumpeoc, P.E.I.	28 days. West and North side and Miscou. 160 brls. mackerel. Water.
A. S. & R. Ham- mond	A. S. Hammond.....	A. S. Hammond.....	66	14	Chatham, Mass....	do 30...	Malpèque, P.E.I.	11 days. North side. 45 brls. mackerel. In for shelter.
Kate & Florence.	T. B. Baker.....	O. Kelley	96	16	Dennis, Mass.....	do 30...	do	29 days. West and North side. 240 brls. mackerel. Shelter.
Laura Belle.....	J. D. Sparker.....	A. O. Braner.....	77	16	New York.....	do 30...	do	20 days. North Point and Escuminac. 85 brls. mackerel. In for shelter.
Roulette.....	W. F. Weld.....	T. S. Cole.....	79	16	Philadelphia.....	do 30...	do	15 days. North side and Miscou. No fish. In for shelter.
Charlotte Brown	T. B. Baker.....	E. H. Taylor.....	79	16	Dennis, Mass....	do 30...	do	28 days. West and North side. 250 brls. mackerel. Shelter.
G. P. Whitman.	A. Leighton.....	B. A. William	89	16	Gloucester, Mass..	do 30...	do	15 days. West side and Miscou. Escuminac. 460 brls. mackerel.
Newell B. Hanes	T. O. Kennedy.	P. O. Kenney.....	84	16	Woolfleet, Mass....	do 30...	do	Shelter. West and North side. 180 brls. mackerel. Shelter.
Leona.....	W. G. Poole.....	W. G. Poole.....	95	16	Gloucester, Mass.	do 30...	do	24 days. West and North side. 220 brls. mackerel. Shelter.

Ambrose H. Knight	J. O. Poole.....	W. E. Pinkham.....	87	17	Booth Bay, Me.....	do	30...	do	do	30 days. West and North side. 140 brls. mackerel. In for shelter.
J. M. Plummer...	J. E. Fickett.	J. L. Clark.....	96	16	Portland, Me.....	do	30...	do	do	30 days. West and North side. 140 brls. mackerel. Shelter.
Allice P. Higgins	N. Higgins	Alvin Cobb.....	87	15	Wellfleet, Mass....	do	30...	do	do	19 days. West and North side. 68 brls. mackerel. Shelter.
Jennie Seaverns	J. T. Tupper.....	J. T. Tupper.....	107	17	Gloucester, Mass...	do	30...	do	do	4 days. North side. No fish. In for shelter.
Frank Butler....	G. M. Long.....	Jacob Rich.....	74	16	New London, Conn	do	30...	do	do	31 days. West and North side. 70 brls. mackerel. Shelter.
Golden Hind.....	W. H. Jordan	R. Cameron.....	70	15	Gloucester, Mass...	do	30...	do	do	8 days East Point. 100 brls. mackerel. In for shelter.
Hattie L. New man.....	D. Allen, jun.....	A. W. Richards....	93	16	do	do	31...	do	do	35 days. West and North side. 126 brls. mackerel. Water and shelter.
Edith S. Whalen	M. Whalen.....	Pinus McDonald.	78	17	do	do	31...	do	do	3 days. In Bay. No fish. In for shelter.
Highland Light.	John H. Ryder.....	John H. Ryder.....	87	16	Wellfleet, Mass....	Sept. 1...	do	do	do	Boarded and seized. Violation Fisheries Act.
Maggie & Lilly.	John Pew & Son....	John Geary.....	77	16	Gloucester, Mass...	do	8...	do	do	25 days. North Point and Escuminac. 50 brls. mack'l. Shelter.
Hattie B. West...	W. T. Merchant.....	O. H. Jackman	53	14	do	do	8...	do	do	16 days. East Point. 50 brls. mackerel. Shelter and water.
Henry Dennis....	G. McLean.....	Fred. Orme.....	91	16	do	do	13...	do	do	42 days. North side. 100 brls. mackerel. Bound home.
Miantonomah....	O. Staples.....	O. Staples.....	73	16	Swan's Island, Me.	do	13...	do	do	42 days. North side. 230 brls. mackerel. Bound home.
Leona.....	W. G. Poole	W. G. Poole.....	95	16	Gloucester, Mass...	do	13...	do	do	46 days. North side. 350 brls. mackerel. Bound home.
Fanny S. Orce .	F. Orme.....	L. Kimball.....	81	17	Southport, Me.....	do	13...	do	do	28 days. North side. 163 brls. mackerel. Bound home.
Vesta.....	E. A. Bradley.....	John S. Staples.....	79	16	Gloucester, Mass...	do	15...	do	do	12 days. East Point. No fish. In for shelter.
Gertie Evelyn....	Andrew Leighton...	D. McIntyre	81	16	do	do	15...	do	do	30 days. North side. 118 brls. mackerel. Shelter and repairs.
Fannie Spurling.	A. M. Smith.....	O. S. Parris	81	16	Portland, Me.....	do	15...	do	do	49 days. North and west side. 165 brls. mackerel. In for shelter.
Carrie E. Parsons	McKenzie, Hardy & Co.....	A. T. Greenlow.....	89	16	Gloucester, Mass...	do	15...	do	do	15 days. North side. No fish. In for shelter.
Wm. H. Wellington.....	J. A. S. Steele.....	J. D. S. Nickerson...	81	15	do	do	15...	do	do	44 days. North and west side. 180 brls. mackerel. In for shelter.
Ethel Maud.....	G. H. Martin.....	G. H. Martin.....	77	16	do	do	15...	do	do	36 days. North and west side. 270 brls. mack'l. Shelter and repairs.
Mary H. Thomas	H. Thomas.....	H. Thomas.....	93	17	do	do	15...	do	do	27 days. North and west side. 25 brls. mackerel. In for shelter.
Uncle Joe.....	W. T. Maddocks.....	I. W. Pierce.....	60	15	Southport, Me.....	do	15...	do	do	40 days. North and west side. 166 brls. mackerel. In for shelter.

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Schooner "L. HOULETT," CHAS. M. LOEWAY, Commander.

NAME OF VESSELS AND OWNER.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Rush Light.....	F. G. Wanson	J. S. Kenney.....	63	14	Gloucester, Mass..	Sept. 15...	Souris, P. E. I....	35 days. North side. 50 brls mackerel. In for shelter.
Golden Hind.....	W. H. Jordan.....	R. Oameron ...	70	15	do	do 15...	do	23 days. East Point. 200 brls mackerel. In for shelter.
John J. Whittier	do	W. Thurston.....	99	17	do	do 15...	do	43 days. North side and Bradell. 160 brls mackerel. Shelter.
Jane & Esie.....	J. M. Pope.....	W. M. Benson....	63	15	Swampscott, Mass	do 15...	do	26 days. North side. 20 brls mackerel. In for shelter.
Hattie Evelyn....	J. A. Cromwell.....	J. A. Cromwell.....	66	15	Gloucester, Mass...	do 15...	do	35 days. North side and West Point. 100 brls mack'l. Shelter.
Robt. J. Edwards	J. S. Ayre.....	A. Dieker.....	80	16	do	do 15...	do	25 days. North and west side. 15 brls mackerel. In for shelter.
Harry G. French	J. W. Campbell.....	John Ohlsholm.....	95	16	do	do 15...	do	47 days. North and west side and East Point. 460 brls mackerel. In for shelter.
Edward Rich.....	R. B. Fruman.....	J. Newell.....	70	16	Wellsfleet, Mass.....	do 15...	do	21 days. North side. 10 brls mackerel. In for shelter.
Col. J. H. French	John Ohlsholm	W. Harris	78	16	Gloucester, Mass..	do 15	do	43 days in Bay. 15 brls mackerel Shelter
Richard S. Newcomb.....	A. H. Nihil.....	A. H. Nihil	69	16	Provincetown, do	do 15...	do	26 days in Bay. 34 brls mackerel in for shelter.
P. R. Walker.....	James McDonald.....	J. McDonald.....	67	14	Gloucester, do	do 18...	do	17 days out. 10 brls. East Point. Shelter.
Pioneer.....	James C. Tarr & Bros	John Urichet.....	62	16	do	do 18...	do	42 days out. 114 brls mackerel. North side. Shelter.
A. M. Burnham...	E. W. Wilson.....	E. W. Wilson.....	60	15	do	do 18...	do	30 days out. 120 brls mackerel. North side. Shelter.
J. W. Campbell.	B. Bow	C. Ohlsholm.....	79	15	do	do 18...	do	60 days out. 300 brls mackerel. North side and Escommac. Shelter.
Belle Franklin ...	Frederick G. Wanson	H. R. Kendricks.....	75	16	do	do 18...	do	42 days out. 160 brls mackerel. North Point. Shelter.

Carrie G. Crosby	James A. Eaton	Mallon Atkinson.....	53	16	Wellfleet, Mass.....	do	18...	do	14 days out. 10 brls. mackerel. East Point. Shelter.
Martha O.	Leonard Waln.	Thos. Cunningham.	75	16	Gloucester, Mass...	do	18...	do	29 days out. 148 brls. mackerel. North side. Shelter.
M. Smith	Harry Butler.....	S. W. Jewett.....	109	18	Portland, Me.....	do	18...	do	19 days out. 262 brls. mackerel. North and West side. Shelter.
M. A. Bradley...	E. A. Bradley	John F. Vantin.	72	16	Gloucester, Mass...	do	18...	do	16 days. 10 brls. mackerel. East Point. Shelter.
H. Longfellow...	F. G. Wanson.....	W. W. King.....	77	16	do	do	18...	do	18 days out. 67 brls. mackerel. North side. Shelter.
W. M. Gaffney..	Jos. Smith.....	Jas. W. Thomas....	70	16	do	do	18...	do	45 days out. 200 brls. mackerel. North side. Shelter.
Pendragon.	A. Mansfield	J. Nason.....	63	16	do	do	18...	do	37 days. 216 brls. mackerel. North side. Shelter.
Henry Friend...	Wingfield W. Staples	W. W. Staples.	64	16	Swan's Island, Me	do	18...	do	34 days. 86 brls. mackerel. East Point. Shelter.
Sir Knight	W. T. Maddocks.....	Mark Rand.....	76	17	Southport, Mass ...	do	18...	do	12 days. 220 brls. mackerel. North side. Shelter.
Alice.....	John Chase.....	J. Chase.....	85	14	Provincet'wn, do	do	18...	do	34 days out. 100 brls. mackerel. North and West side. Shelter.
W. D. Daisley...	John E. Gorman.....	J. E. Gorman	93	16	Gloucester, do	do	18...	do	18 days out. 210 brls. mackerel. North and West side. Shelter.
Knight Templar	Geo. Steel.....	Nelson McKinney...	69	16	do	do	18...	do	15 days out. No fish. Shelter.
Edith S. Whalen	A. E. Whalen	Pius McDonald.....	78	17	do	do	18...	do	20 days out. 30 brls. mackerel. East Point. Shelter.
Oreca.....	Andrew Leighton...	S. W. Smith.....	82	16	do	do	18...	do	43 day out. 255 brls. mackerel. North and West side. Shelter.
Morning Star....	T. L. Mayo.....	P. P. Smith.....	76	16	Boston, Mass.	do	18...	do	20 days out. 45 brls. mackerel. North side. Shelter.
Emma W. Brown	J. W. McFarlane. ...	J. W. McFarlane ...	73	16	Gloucester, Mass...	do	20	do	13 days out. 44 brls. mackerel. Magdalen's. Shelter.
Kleeta A. Eaton.	E. A. Bradley.	H. Eaton	73	15	do	do	21...	do	45 days out. North and West side. 170 brls. mackerel. Shelter.
Jenn. Armstrong	F. Orme & Son	O. A. Thompson.....	68	15	Southport, Mass...	do	21...	do	21 days out. 25 brls. mackerel. North and West side. Shelter.
Howard Holbr'k	Oakes & Foster....	O. Keen.....	92	16	Gloucester, Mass...	do	25...	do	35 days out. North and West side. 178 brls. mackerel. Shelter.
H. B. Griffin ..	D. Allen, jun.....	J. E. Sighworth....	117	17	do	do	28...	do	18 days out. North side and Margaree. 240 brls. Shelter.
Mary Fernald....	Z. Tarr.....	J. T. Simpson	76	16	do	do	28...	do	28 days out. North and West side and Margaree. 50 brls. mackerel. Shelter.
Orient.....	Chas. Lee.....	Chas. Lee	89	16	do	do	Oct. 1...	do	49 days. North side. 160 brls. mackerel. Shelter.
Herman Babson..	O. J. Lawson	Charles Smith	95	16	do	do	2...	do	18 days. No fish. Shelter.
W. J. Crosby....	F. Carroll	F. Carroll.....	107	16	do	do	2...	do	49 days. North side. 216 brls. mackerel. In for shelter.

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

COPY of Boarding Book of Schooner "L. HOULETT," CHAS. M. LORWAY, Commander.

NAME OF VESSELS AND OWNER.			Tonnage.		PORT OF REGISTRY.	WHITE AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Mary A. Clark...	Geo. Clark.....	H. F. Brown.....	79	16	Gloucester, Mass..	Oct. 2...	Souris, P.M.I.....	65 days. North and west side. 200 brls. mackerel. In for shelter.
Eleanor Boynton	John L. Stanley	G. B. Martin.....	84	16	do	do 2...	do	18 days. No fish. In for shelter.
Fanny W. Freeman.....	Geo. Clark.....	M. Whalen	90	16	do	do 2...	do	14 days. North side. 14 brls. mackerel. In for shelter.
Herald of the Morning	Charles N. McLean.....	C. N. McLean.....	68	16	do	do 4...	do	49 days. Escuminac 110 brls. mackerel. In for shelter.
Lizzie W. Halmum.....	H. A. Lewis.....	Jesse Lewis.....	71	15	do	do 7...	North Sydney, O.B.	21 days. East Point and Margaree. 230 brls. mackerel. Shelter.
Wm. F. Hutchings.....	Geo. Friend	J. M. Bearse	59	14	do	do 7...	do	56 days. North Bay (Hooking). 40 brls. mackerel. Shelter.
Sarah H. Prior...	P. H. Prior.....	S. McLaughlin.....	97	16	Boston, Mass.....	do 7...	do	53 days. Escuminac and north side. 180 brls. mackerel. Shelter.
Spencer F. Baird	David Tarr	J. A. Viviot	74	16	Gloucester, Mass..	do 17...	do	43 days. North Bay. 10 brls. mackerel. In for shelter.
Molly Adams...	Sol Jacobs.....	S. Jacobs.....	117	17	do	do 17...	do	35 days. North side and Sydney. 160 brls. mackerel. Shelter.
Belle N. Naus...	L. B. Naus.....	L. B. Naus.....	88	17	do	do 17...	do	35 days. North side and Sydney. 60 brls. mackerel. Shelter.
Richard Lester...	James Tarr.....	John Vibert	69	16	do	do 18...	do	49 days. East Point and Margaree. 150 brls. mackerel. Shelter.
Jennie Sarons...	J. I. Tupper.....	J. I. Tupper	107	17	do	do 23...	do	56 days. East Point and Cape North. 130 brls. mack'l. Shelter.
Mary A. Clark...	Geo. Clark & Co....	H. F. Brown.....	79	16	do	do 23...	do	84 days. North Bay. 217 brls. mackerel. In for shelter.
Carrie E. Parsons.....	McKensie, Harding & Co	A. T. Greenlow	80	16	do	do 23...	do	59 days. East Point. Off Sydney Harb. 108 brls. mack'l. Shelter.
A. E. Orltenden	Isaac Steel	J. E. Graham.....	81	16	do	do 23...	do	38 days. East Point and Margaree. 300 brls. mackerel. Shelter.

J. E. Garland ...	S. Cunningham ...	O. T. Keen ...	76	16	do	...	do	23...	do	72 days. East Point and Margaree and Sydney. 150 brls mackerel.
Lizzie M. Centre	Joseph Smith.	Joseph Smith.	77	17	do	...	do	23...	do	23 days. Cape North and Sydney.
A. H. Johnson...	G. Johnson.	J. Comeau ...	61	12	Gloucester, Mass...	Dec...	9...	9...	do	200 brls mackerel. Shelter.
L. Sayward	G. Sayward ...	Mede Rose ...	64	12	do	...	do	9...	do	60 000 lbs salt cod. Banquereau. Bound home. Short provisions.
L. J. Jones.	J. H. Parsons.	H. Thompson.	60	12	do	...	do	10...	do	Bound Ouso Bank. In for repairs. Fishing supplies.
Midnight	B. M. Grover ...	P. G. Hodgson ...	66	12	do	...	do	11...	do	35 000 lbs. salt cod. Roseway Bank. Bound home in for repairs.
S. A. Parkhurst.	E. Jackson.	E. Royal.	50	10	do	...	do	11...	do	Fishing supplies. Bound to La Have Bank. Shelter.
Nellie Swift.....	S. L. Swift.	M. McAskill.....	134	19	Provincetown, Mass	...	do	13...	do	40 000 lbs. cod. Ouso Bank. Bound home. In for repairs.
Tragabiggand ...	Wanson Bros.	Manuel Rose ...	64	12	Gloucester, Mass..	...	do	13...	do	10 000 lbs. salt cod. & Western Banks. In for shelter.
P. D. Smith.	Oakes & Foster.	W. Eime.	66	12	do	...	do	14...	do	50 000 lb. salt cod Middle Ground Bound home. In for shelter.
D. D. Winchester	J. O. Proctor.	J. Husing.	80	16	do	...	do	14...	do	Fresh haddock. Just from home.
W. J. Crosby....	Frank Carrol.	W. Hudder.	107	7	do	...	do	15...	do	Fishing supplies, shelter & water. Trader. Bound to Philadelphia. In for shelter.
Barrieonta	Roe & Jordan.	- Keene.	68	12	do	...	do	15...	do	40 000 lbs. salt cod. Western Banks. Bound home. Shelter and water.
Iolanthe.. ..	J. O. Proctor.	W. Brinnick.	70	13	do	...	do	15...	do	40 000 lbs. salt cod. Western banks. In for shelter and water.
Gertie May	O. A. Guptaell.	J. Doughty.	96	14	Portland, Me. ....	...	do	16...	do	Bound to Western Banks for fresh halibut. In for shelter.

CHAS. M. LORWAY,
Commander of the Government Fisheries Protection Schooner "L. Howlett."

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

COPY of Boarding Book of Schooner "CRITIC," W.M. McLAREN, Commander.

NAME OF VESSELS AND OWNER.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Hattie Evelyn.....	J. A. Cromwell.....	J. A. Cromwell....	86	16	Gloucester, Mass..	June 28...	Oscumpec, P.E.I.	In for shelter. Caught 100 brls. mackerel.
Encola C.....	R. Cunningham.....	R. Cunningham....	62	14	do	do 28...	do	In for shelter. Caught 40 brls. mackerel.
Oecil H. Low.....	B. Low.....	A. McKenzie.....	75	16	do	July 4...	Souris, P.E.I.	Just from home. No fish Lost seine boat.
Hebron Wood.....	G. Norwood & Sons.....	H. McEachern.....	84	16	do	do 4...	do	Just from home. In for shelter.
A. H. Harding.....	A. C. Adams.....	A. O. Adams.....	61	16	Wellfield, Mass...	do 4...	do	do
Edward Rich.....	R. W. Freeman.....	Jno. Newell.....	74	16	Provincetown, P.E.I.	do 6...	Malpeque, P.E.I.	do
R. S. Newcomb....	A. E. Linnell.....	A. E. Linnell.....	68	14	Gloucester, Mass..	do 6...	do	No fish yet
Nellie N. Rowe.....	Elin Lewis.....	Elin Lewis.....	79	17	do	do 6...	do	do
Orient.....	Chas. Lee.....	Chas. Lee.....	89	18	Portland, Ms.	do 6...	do	Caught 70 brls. do
Ellen W. Sawyer....	J. Sawyer.....	Jno. Orchard....	103	18	do	do 6...	do	do 50 brls. 2 weeks out.
Wm. M. Gaffney.....	J. Smith.....	Jas. W. Thomas...	70	16	Gloucester, Mass..	do 6...	do	Just from home. No fish. do
May Flower.....	Cunningham & Thompson.....	J. McKinnon.....	108	16	do	do 6...	do	do
Morning Star.....	T. L. Mayo.....	P. P. Smith.....	76	15	Boston, Mass.....	do 6...	do	Caught 20 brls. mackerel.
Ossipee.....	Cunningham & Thompson.....	J. Johnston.....	89	14	Gloucester, Mass..	do 6...	do	Just from home. No fish.
Moro Castle.....	McKenzie & Harding.....	Edwin Joyce.....	83	17	do	do 6...	do	Caught 35 brls. do
Martha C.....	L. Whalen.....	T. Cunningham....	75	16	do	do 6...	do	do 80 do
Molly Adams.....	S. Jacobs.....	S. Jacobs.....	117	17	do	do 6...	do	No fish. Only arrived.
Andrew Buraham....	Debotts & Dagget....	N. F. Blake.....	84	17	Boston, Mass.....	do 7...	Oscumpec, P.E.I.	Caught 250 brls. 3 weeks out.
Fannie Belle.....	W. B. Coombs.....	F. Hall.....	82	17	Gloucester, Mass..	do 7...	do	Caught 120 brls. do 30 do
H. G. French.....	J. W. Campbell.....	J. W. Campbell....	95	16	do	do 7...	do	do
O. H. Kelly.....	S. N. Mayo.....	O. Sprague.....	85	15	Boston, Mass.....	do 7...	do	Caught 85 brls. off North Cape.
Waterfall.....	J. W. Sawyer.....	Albert Long.....	70	16	Portland, Me.....	do 7...	do	2 days out. Caught 12 brls. do
Leona.....	W. G. Poole.....	W. G. Poole.....	85	16	Gloucester, Mass..	do 7...	do	No fish yet.
G. F. Whitman.....	B. Williams.....	B. Williams.....	89	16	do	do 7...	do	3 weeks out. Caught 800 brls.
Julia Ella.....	Burns & Co.....	J. Burns.....	49	14	Friendship, Me....	do 7...	do	Caught 275 brls. off North Cape.
Martha Brady.....	S. Smith.....	J. F. Vantier.....	73	17	Gloucester, Mass..	do 7...	do	2 days out. Caught nothing
J. B. McQuinn.....	J. S. McQuinn.....	Chas. Martin.....	77	16	do	do 7...	do	Caught off North Cape 140 brls. 2 weeks out. Caught 20 do

A. B. Crane.....	J. McDonald.....	O. Whitman.....	74	17	do	.....	do	7...	do	.....	4	do	do	50	do
Howard Holbrook...	Oaks & Foster.....	Chas Keene.....	90	16	do	.....	do	7...	do	.....	8	do	do	30	do
Edward K. Webster...	S. Jacobs.....	S. Hudder.....	91	16	do	.....	do	7...	do	.....	1	do	do	30	do
Eliza Boyton.....	W. Parsons.....	G. Martin.....	84	15	do	.....	do	7...	do	.....	3	do	do	300	do
Pioneer.....	L. Whalen.....	J. F. Orichett.....	81	15	do	.....	do	7...	do	.....	Just arrived.	No fish.	No fish.	70	do
A. B. Oritenden.....	Isaac Steele.....	J. Graham.....	83	16	do	.....	do	7...	do	.....	Ought off North Cape,	12	do	do	do
Eliza A. Thompson...	O. D. Thompson.....	E. S. Bibber.....	88	17	do	.....	do	7...	do	.....	2 days out.	Ought	12	do	do
Centennial.....	D. O. Babson.....	Arthur McRae.....	110	17	do	.....	do	7...	do	.....	2 weeks out	do	17	do	do
Aberteen.....	F. B. Thomas.....	F. B. Thomas.....	65	14	do	.....	do	27...	do	.....	Just from home.	No fish.	No fish.	17	do
O. A. Sandford.....	J. P. Edwards.....	A. K. Taylor.....	81	16	do	.....	do	Aug. 10...	do	.....	Off Portage	do	do	do	do
											Island, N.B.	do	do	do	do
A. C. Fox.....	F. Smith.....	S. S. Lewis.....	69	14	do	.....	do	10...	do	.....	2 weeks out.	Ought 140	brls.	20	do
Chas. Haskell.....	D. Thurston.....	D. Thurston.....	63	14	do	.....	do	10...	do	.....	1	do	do	40	do
W. H. Wellington.....	D. Nickerson.....	D. Nickerson.....	81	15	do	.....	do	10...	do	.....	1	do	do	60	do
H. W. Longfellow.....	J. F. Wanson & Co.	Wm. King.....	77	16	do	.....	do	10...	do	.....	Just from home.	No fish.	No fish.	do	do
Phoebe & Emma Small	H. P. Stone.....	H. P. Stone.....	66	15	do	.....	do	10...	do	.....	Just from home.	No fish.	No fish.	do	do
F. A. Rackliff.....	A. Rackliff.....	A. Rackliff.....	93	17	do	.....	do	10...	do	.....	2 weeks out.	Ought 200	do	do	do
Millie Washburn.....	Rich.....	J. Goncalos.....	70	17	do	.....	do	10...	do	.....	2	do	do	15	do
Corra Louise.....	S. Nickerson.....	O. Harris.....	74	18	do	.....	do	10...	do	.....	10 days out.	do	80	do	do
Maud S.....	F. H. Smith.....	F. Thomas.....	75	15	do	.....	do	10...	do	.....	No fish yet.	do	do	do	do
M. D. Robbins.....	J. Robbins.....	J. Robbins.....	86	17	do	.....	do	10...	do	.....	1 week out.	do	65	do	do
A. O. Jordan.....	Rowe & Jordan.....	J. Warren.....	83	17	do	.....	do	10...	do	.....	1	do	do	do	nothing.
S. B. Knight.....	W. Meddocks.....	Mark Rand.....	76	17	do	.....	do	10...	do	.....	1	do	do	do	30
A. H. Knight.....	J. C. Poole.....	W. E. Pinkham.....	87	17	do	.....	do	11...	do	.....	3	do	do	70	do
Wildfire.....	Geo. Steel.....	P. McFarlane.....	103	17	do	.....	do	11...	do	.....	Ought 300	brls.	do	do	do
Nellie M. Snow.....	J. S. Young.....	A. E. Snow.....	61	16	do	.....	do	16...	do	.....	Oasumppec,	do	do	do	do
											P.E.I....	2 weeks out.	do	160	do
Lizzie Williams.....	A. H. Harding.....	A. H. Harding.....	59	14	do	.....	do	17...	do	.....	West Cape,	do	do	110	do
											P.E.I....	3	do	do	do
Frank Butler.....	G. M. Long.....	Jacob Rich.....	70	16	do	.....	do	17...	do	.....	10 days out.	do	60	do	do
Belle A. Nauss.....	L. B. Nauss.....	L. B. Nauss.....	88	16	do	.....	do	17...	do	.....	3 weeks out.	do	140	do	do
Alice.....	J. B. Rich.....	J. B. Rich.....	84	16	do	.....	do	17...	do	.....	10 days out.	do	75	do	do
G. M. Hopkins.....	A. W. Rich.....	A. W. Rich.....	69	15	do	.....	do	17...	do	.....	3 weeks out.	do	78	do	do
Oreia.....	A. Leighton.....	S. W. Smith.....	83	16	do	.....	do	18...	do	.....	2	do	do	50	do
Meantonamah.....	Chas. Staples.....	Chas. Staples.....	73	16	do	.....	do	18...	do	.....	2	do	do	170	do
Lizzie W. Hannum.....	Jesse Lewis.....	Jesse Lewis.....	69	16	do	.....	do	18...	do	.....	2	do	do	270	do
Sarah H. Prior.....	P. H. Prior.....	F. McLaughlin.....	97	16	do	.....	do	18...	do	.....	1 week out.	No fish.	No fish.	do	do
J. E. Garland.....	Thompson & Thompson.....	O. T. Keene.....	76	16	do	.....	do	18...	do	.....	do	do	do	do	do
Gertie May.....	G. A. Gupit.....	E. Doughty.....	97	14	do	.....	do	18...	do	.....	3 weeks out.	Ought 150	brls.	10	do
Grover Cleveland.....	Debate & Dagget.....	J. E. Conary.....	87	16	do	.....	do	18...	do	.....	2	do	do	10	do
J. Swanton.....	C. D. Thomas.....	G. W. Griffin.....	60	14	do	.....	do	18...	do	.....	3	do	do	95	do
John G. Whittier.....	Rowe & Jordan.....	W. Thurston.....	99	17	do	.....	do	18...	do	.....	3	do	do	270	do
F. H. Smith.....	F. H. Smith.....	J. L. Crockett.....	70	16	do	.....	do	18...	do	.....	3	do	do	215	do
Kate Florence.....	T. B. Baker.....	O. C. Kiler.....	92	16	do	.....	do	21...	do	.....	Just from home.	No fish.	No fish.	do	do
Fattie Mand.....	Lewis, Chase & Co.	W. A. Rice.....	86	17	do	.....	do	21...	do	.....	Oasumppec,	do	do	do	do
Maggie & Lilly.....	J. Pew & Sons.....	John Gery.....	77	16	do	.....	do	24...	do	.....	P.E.I....	1 week out.	Ought 20	do	do
											do	1	do	47	do
Fannie S. Orne.....	F. Orne.....	A. L. Kimball.....	81	17	do	.....	do	24...	do	.....	do	do	do	do	do

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Schooner "CRITIC," Wm. McLAREN, Commander.

NAME OF VESSELS AND OWNER.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Phil. Sheridan.....	B. Lowe.....	John Mohr.....	93	16	Gloucester, Mass...	Aug. 24...	Oscumpece, P.E.I...	3 weeks out. Caught 60 brls.
Belle Franklin.....	J. Wonsen, & Co.....	H. D. Kendrick....	75	16	do	do	Off Tignish, P.E.I...	3 do do 160 do
Gertie Evelyn.....	A. Leighton.....	D. McIntyre.....	81	16	do	do	do	2 do do 110 do
Mary A. Olark.....	Geo Olark.....	H. F. Brown.....	79	16	do	do	Oscumpece, P.E.I...	3 do do 160 do
Fleetwing.....	B. Montgomery.....	W. G. Keefe.....	56	14	do	do	do	3 do do 335 do
J. S. Glover.....	O. Maxwell.....	F. W. Kent.....	53	14	Portland, Me.....	Sept. 1...	do	4 do do 70 do
F. A. Smith.....	J. Friend.....	R. Warren.....	73	17	Gloucester, Mass...	do	do	4 do do 273 do
S. F. Baird.....	J. G. Tarr & Bros...	J. A. Verbert.....	74	16	do	do	do	4 do do No fish.
J. W. Bray.....	F. G. Wonsen.....	G. E. McLean.....	79	16	do	do	do	4 do do No fish.
A. E. Terry.....	R. D. Terry.....	R. D. Terry.....	65	15	do	do	do	4 do do No fish.
Electric Flash.....	A. Smith.....	A. Smith.....	78	14	North Haven, Me...	do	do	4 do do No fish.
Nil Desperandum...	Debuta & Dagget...	S. Bivere.....	75	13	Wellfleet, Mass....	do	do	4 do do No fish.
Mattie Winship...	J. B. Ayer.....	J. Ternen.....	73	16	Gloucester, Mass....	do	do	4 do do No fish.
Annie Sargent.....	L. Whitten.....	Wm. Fisher.....	63	16	Portland, Me.....	do	do	4 do do No fish.
Nellie Davis.....	A. Melanson.....	A. Melanson.....	89	16	Gloucester, Mass....	do	Off Tignish, P.E.I...	5 do do 165 do
John S. Preston.....	Geo. Olark.....	Wm. Harty.....	88	16	do	do	do	5 do do No fish.
Abby. M. Derrig....	W. M. Smith.....	Emery Gott.....	96	13	Portland, Me.....	do	do	5 do do Caught 200 do
Nowell B. Hawes...	T. Kennedy.....	T. Kennedy.....	84	16	Wellfleet, Mass....	do	do	5 do do 130 do
Oynacore.....	S. Nixon & Sons...	L. G. Rush.....	69	17	Booth Bay, Me.....	do	do	5 do do 80 do
Lizzie M. Center....	J. Smith.....	J. Smith.....	77	17	Gloucester, Mass....	do	do	5 do do 400 do
Lettie Hopkins.....	S. J. Hopkins.....	S. J. Hopkins.....	46	13	Vinal Haven, Mass...	do	do	5 do do 20 do
W. J. Oresby.....	F. Carroll.....	F. Carroll.....	107	17	Gloucester, Mass....	do	Malpeque, P.E.I...	5 do do 180 do
Col. J. French.....	J. Ohlholm.....	Wm. Harts.....	79	16	do	do	do	5 do do No fish.
Stowell Sherman....	S. T. Hatch.....	S. T. Hatch.....	87	16	Provincetown, Mass...	do	do	5 do do Caught 190 do
Hattie Linnel.....	S. S. Hatch.....	S. S. Linnel.....	80	16	do	do	do	5 do do 140 do
John Plummer.....	J. Tackett.....	J. L. Olark.....	95	16	Portland, Me.....	do	do	5 do do 140 do
F. B. Walker.....	T. A. Langford....	J. McDonald.....	67	15	Gloucester, Mass....	do	do	5 do do No fish.

85	T. Hodgson.....	17	do	5...	do	5 weeks out.	Cought 180 do
93	A. A. Grove.....	17	Wellfleet, Mass....	do	do	do	do 70 do
109	L. Jewett.....	18	Portland, Me.....	do	do	do	do 350 do
71	L. A. Roe.....	15	Gloucester, Mass....	do	do	do	No fish.
61	W. H. Brown.....	15	Marblehead, Mass....	do	do	do	Cought 25 do
75	J. Staples.....	16	Gloucester, Mass....	do	do	do	Just from home. No fish.
79	F. S. Oole.....	16	Philadelphia.....	do	do	do	2 weeks out. No fish.
66	J. M. Joyce.....	16	Gloucester, Mass....	do	do	do	Cought 200 do
77	A. Brewer.....	17	New York.....	do	do	do	do 85 do
64	S. Gross.....	14	Portland, Me.....	do	do	do	do 50 do
92	A. Richard.....	16	Gloucester, Mass....	do	do	do	do 105 do
55	M. Atkinson.....	16	Wellfleet, Mass....	do	do	do	Just from home. No fish.
72	F. S. Moore.....	15	Gloucester, Mass....	do	do	do	4 weeks out. Cought 365 do
90	J. P. Aitkin.....	16	do	do	do	do	do 30 do
76	J. Simpson.....	16	do	do	do	do	Just from home. No fish.
67	S. Nickerson.....	15	do	do	do	do	3 weeks out do
106	J. Tupper.....	17	do	do	do	do	do do
86	A. Dyer.....	18	Portland, Me.....	do	do	do	Cought 170 do
80	O. Babson.....	16	Gloucester, Mass....	do	do	do	do 40 do
56	F. McDonald.....	13	do	do	do	do	Just from home. No fish.
99	Geo. Chase.....	17	Dennis, Mass.....	do	do	do	2 weeks out. Cought 215 do
91	F. Orme.....	16	Gloucester, Mass....	do	do	do	do 90 do
93	J. Gorman.....	16	do	do	do	do	do 140 do
68	L. McLean.....	16	do	do	do	do	do 90 do
80	A. Grinnel.....	16	do	do	do	do	Just from home. No fish.
69	M. Burrows.....	16	Wellfleet, Mass....	do	do	do	6 weeks out. Cought 184 do
64	W. Staples.....	18	Swan's Island, Me....	do	do	do	do 90 do
77	Geo. Martin.....	16	Gloucester, Mass....	do	do	do	do 254 do
103	Wm. Carlit.....	16	do	do	do	do	do 250 do
63	J. S. Smith.....	15	Swan's Island, Me....	do	do	do	do 130 do
83	Jas. Kenny.....	14	Gloucester, Mass....	do	do	do	do 40 do
79	O. Chisholm.....	15	do	do	do	do	do 300 do
68	S. McPhee.....	16	Gloucester, Mass....	do	do	do	do 20 do
95	Chas. Smith.....	16	do	do	do	do	Just from home. No fish.
85	F. Payson.....	16	do	do	do	do	4 weeks out. Cought 100 brls.
90	M. Whalen.....	16	do	do	do	do	Just from home. No fish.
59	M. Orchard.....	16	Portland, Me.....	do	do	do	6 weeks out. Cought 91 brls.

WM. McLAREN,
Commander of the Government Fisheries Protection Schooner "CRITIC."

SCHEDULE of Fishing Vessels boarded during the Season of 1886—*Continued.*

Copy of Boarding Book of Schooner "F. E. CONROD," M. SMELTZER, Commander.

NAME OF VESSELS AND OWNER.				PORT OF REGISTRY.	TONNAGE.		WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Men		Tons.	Men	Date.	Place.	
Moro Castle	McKenzie & Harding	Edward Joyce...	83	Gloucester, Mass...	16	16	June 22...	Souris, P. E. I.	Put in here for shelter, blowing hard from North East. Ordered vessel away after wind ceases. Left next a.m. at 4. Reports fish scarce.
Howard Holbrook...	Oakes & Foster.....	Chas. A. Keene...	98	do	16	16	do 26...	Port Hawkesbury, N.S.	Put in for water. Ordered her away after supplying. Left 8 a.m. 27th. Just from home. No fish.
Gertie May	Chas. A. Gupthil.....	Isascher Doughty.	96	Portland, Me..	14	14	do 28...	Port Mulgrave N.S.	Put in for water. Ordered away after supplying. Left a.m. next day. Just from home. No fish.
May Flower.....	Gunningham & Thompson.....	J. A. McKinnon...	108	Gloucester, Mass...	16	16	do 28...	do	Put in for water. Ordered her away after supplying. Left a.m. next day. Just from home. No fish.
Col. J. H. French	Jno. Chisholm.....	Wm. Harris.....	79	do	16	16	July 7...	Souris, P. E. I.	do do do
Pendragon.....	A. Mansfield.....	Jno. Nason.....	68	do	14	14	do 7...	do	do do do
Golden Hind.....	Rowe & Jordan.....	E. Oameron	82	do	16	16	do 22...	Miscoon Light bearing West, North West 4 miles.	397 brls. mackerel. Cautioned him not to enter the Bay des Chaleurs.
Jennie Seavens.....	Jas. J. Tupper	J. J. Tuppel.....	107	do	16	16	do 22...	Miscoon Light bearing West, North West 5 miles.	225 brls. mackerel. Cautioned him not to enter the Bay des Chaleurs.
Alice O. Jordan.....	Rowe & Jordan.....	J. Warren.....	82	do	16	16	do 22...	Miscoon Light bearing West, North West 4 miles.	397 brls. mackerel. Cautioned him not to enter the Bay des Chaleurs.
Philip P. Frye.....	Sidney Smith, ...	S. Smith.....	80	do	17	17	do 22...	Miscoon Light bearing West, 3 miles.	300 brls. mackerel. Cautioned him not to enter the Bay des Chaleurs.

S. S. Novelty	Brown & Co.	Geo. Joyce	197	35	Portland, Me.....	do	26...	Miscoon Light bearing West, 3 miles.	Cautioned him not to enter the Bay of Chaleurs. Just from home. 2nd trip.
Commodore Foote....	Capt. Gray	Capt. Gray	61	14	Gloucester, Mass...	Aug. 10...		Midway between Port Daniel and Miscoon led.	Ordered him out of the Bay of Chaleurs which order immediately complied with. Had 160 brls. mackerel.
Osipee.....	.....	John Johnson.....	68	15	do	Sept. 18...		34 miles North of East Point Light.	6 weeks in the Bay. 260 brls. mackerel. In act of fishing. Warned him not to fish any nearer inshore.
Hattie Evelyn.....	J. A. Cromwell.....	J. A. Cromwell.....	66	14	do	do	21...	Souris, P.E.I.	Put in for shelter. Ordered him out when wind and weather permits. 5 weeks in Bay. 100 brls. mackerel.
Uncle Joe.....	W. T. Maddocks	Edwin J. Price....	66	15	Booth Bay, Me.....	do	21...	do	Put in for shelter. Ordered him out when wind and weather permits. 6 weeks in Bay. 166 brls. mackerel.
Emma W. Brown.....	John McFarlane	J. McFarlane.....	74	16	Gloucester, Mass...	do	21...	do	Put in for shelter. Ordered him out when wind and weather permits. 6 weeks in Bay. 44 brls. mackerel.
Golden Hind.....	Rowe & Jordan.....	Reuben Cameron..	72	15	do	do	21...	do	Put in for shelter. Ordered him out when wind and weather permits. 7 weeks in Bay. 270 brls. mackerel.
May Flower.....	Cunningham & Thompson.....	John A. McKinnon	108	16	do	do	21...	do	Put in for shelter. Ordered him out when wind and weather permits. 7 weeks in Bay. 210 brls. mackerel.
W. D. Daisley	J. E. Gorman	J. E. Gorman.....	93	16	do	do	21...	do	Put in for shelter. Ordered him out when wind and weather permits. 4 weeks in Bay. 230 brls. mackerel.
Gracie H. Benson....	B. B. Benson.....	B. B. Benson.....	88	14	Provincetown, Mass	do	21...	do	Put in for shelter. Ordered him out when wind and weather permits. 6 weeks in Bay. 75 brls. mackerel.
Mary Fernald....	Zebulon Tarr.....	Simpson.....	76	14	Gloucester, Mass...	do	23...	do	Put in here for shelter. Ordered him out. Left this a.m. 4 weeks in the Bay. 3 brls. mackerel.
Isaac A. Chapman...	Batson.....	B. F. Sprague	80	16	do	do	25...	Port Hawkesbury, N.S.	Put in for shelter. Ordered him out when wind and weather permits. Left next a.m. 150 brls. mackerel.
Margaret Smith.....	Smith & Co.....	L. W. Jewett	109	18	Portland, Me.....	do	25...	do	Put in for shelter. Ordered him out when wind and weather permits. Left next a.m. 400 brls. mackerel. 3 months fishing

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

COPY of Boarding Book of Schooner "F. E. CONROD," M. SMELIZER, Commander.

NAME OF VESSELS AND OWNER.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Martha A. Bradley...	Silvanus Smith.....	J. F. Banitel.....	73	16	Gloucester, Mass...	Sept. 25...	Port Hawkesbury, N.S.	Put in for shelter. Ordered him out when wind and weather permits. Left next a.m. 150 brls. mackerel. 3 weeks fishing.
Fannie A. Spurling.	A. M. Smith.....	C. S. Parris	81	16	Portland, Me.....	do 25...	do	Put in for shelter. And to go on the Marine Railway for repairs. 275 brls. mackerel. 6 weeks fishing.
Vesta.....	S. Smith & Co	J. F. Staples	75	16	Gloucester, Mass...	do 25...	do	Put in for shelter. Ordered him out when wind and weather permits. Left next a.m. 30 brls. mackerel. 3 weeks fishing.
W. D. Daisley	J. E. Gorman.....	J. E. Gorman.....	93	16	do	Oct. 4...	Souris, P.E.I.	In for shelter. Was accompanied by John Bourinot, Collector of Customs from Port Hawkesbury in boarding who seized vessel for violation of Customs Laws. said vessel was fined \$400. which was paid. Vessel went to sea next day.
Samuel B. Crane....	Owen Whittier.....	O. Whittier.....	74	17	Gloucester, Mass...	do 4...	do	In for shelter. Will proceed for home when weather permits. 460 brls. mackerel
Edith S. Whalen.....	M. Whalen & Son...	P. McDonald	78	17	do	do 4...	do	In for shelter. Ordered to leave when weather permits. Left same day. 238 brls. mackerel.
Alice	J. Chase	S. Chase	85	14	Provincetown, Mass	do 5...	do	In for small repairs. Ordered to leave when completed. Left same day. p.m. 140 brls. mackerel. 8 weeks in Bay.

SCHEDULE of Fishing Vessels boarded during the Season of 1886—*Continued.*

Copy of Boarding Book of Schooner "TERROR," THOMAS QUITLEY, Commander.

NAME OF VESSELS AND OWNERS.			TONNAGE.		PORT OF REGISTRY.		WEEK AND WHEN LOADED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.	Date.	Place.			
Legal Tender.....	Tarr	Oscar Devine	58	12	Aug. 7...	Liverpool, N.S.	Trawler. Head wind.		
Bullock	Jno. Pew & Son	Jones	81	14	do 9...	do	Seiner. For water.		
Julia & Ellen	Burns	J. E. Barnes	43	15	do 10...	do	Hand liner. Head wind.		
Elizabeth Foster	Desbain	W. H. Ootton	61	11	Sept. 3...	Shelburne, N.S.	Trawler. Repairs.		
Florence Murdoch	Petlingill & Oumner	R. R. Hopkins	63	11	do 4...	do	Hand liner. Head wind.		
^W Herbert M. Rogers	Row & Gordon	Patrick Veal	78	14	do 6...	do	In from Greenland. For water.		
Everett Steele	Benj. Spinnay	Charles H. Forbes	68	12	do 11...	do	Trawler. In for water and pumps out of order.		
Lottie S. Morton	J. Wanson	Eben McAnley	64	12	do 13...	do	In for water, harbor. Trawler.		
Abbie A. Snow	Geo. Steel & Russell	J. Hopkins	37	10	do 13...	do	do		
A. E. Harding	Geo. Norwood, Sons	A. O. Adams	61	16	do 16...	do	From North Bay. Seiner.		
Abbie A. Snow	Geo. Steel & Russell	J. Hopkins	37	16	do 16...	do	In for shelter. Trawler.		
Geo. A. Hovey	G. A. Hovey & others	James Rossier	60	11	do 17...	do	do		
Annie S. Orne	Orne	A. L. Kimball	80	16	Province't'n, Mass	do	do		
O. Ellsworth	James Ellsworth and others	J. Ellsworth	92	16	do 17...	do	do		
Nelle B. Hayes	Hendricks	J. E. Hendricks	84	16	do 18...	do	do		
Mattie Winship	J. G. Ayer	John Inerer	73	15	do 19...	Negro H't, N.S.	do		
S. E. Ayer	Tarr	S. Nickerson	67	15	do 18...	do	do		
Mystery	John Wanson & Co.	John Dogs	123	18	do 22...	Shelburne, N.S.	Seiner.		
Mary Storey	Stewart Bros.	John Daniels	60	11	do 22...	Cape Negro...	Hand liner.		
do	do	do	60	11	do 23...	do	do		
Sir Knight	Wm. T. Maddox	Mark Rennie	74	17	do 23...	Shelburne, N.S.	In for shelter.		
Lottie B. Norton	John Wanson & Co.	Eben McAnley	64	12	do 24...	do	do		
do	do	do	83	15	do 24...	do	do		
H. L. Merfman	Daniel Allan & Son	A. W. Richards	93	16	do 24...	do	Seiner.		
Ella Gatt	Sylvang Smith	Alex. Bushen	57	10	do 26...	do	Trawler.		

COPY of Boarding Book of Schooner "TERROR," THOMAS QUIGLEY, Commander.

NAME OF VESSELS AND OWNER.				Tonnage.		PORT OF REGISTRY.	WHERE AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.	Date.		Place.		
James Ellor	Wanson	Melanson.....	84	17	Gloucester, Mass...	May 11...	St. Mary's Bay	Seiner. To see his parents.	
John Wanson	Tarr	Doty	56	11	do	do 17...	Shelburne, N.S.	Captain ill. Hand liner.	
Northern Star	J. O. Proctor	Peterson	53	11	do	do 19...	do	Trawler. To reave peak halyards	
J. G. Oralg	Cushing & McKinnis	Webber	73	14	Portland, Me.	do 22...	Liverpool, N.S.	Captain's son ill.	
M. O. Glover	Leonard & Whalen..	Cunningham	68	12	Gloucester, Mass...	do 23...	do	Trawler.	
Sarah E. Lee	Pool & Gardner	Allan	76	14	do	do 28...	do	Seiner. For waler.	
John Wanson	Doty Wanson	Wanson	56	10	do	June 16...	Shelburne, N.S.	Ordered her to sea and she sailed	
Northern Star	J. U. Proctor	F. J. Peterson	63	8	do	do 19...	Sand P't, N.S.	do	
J. G. Oralg	Cushing & McKinnis	Webber	73	10	Portland, Me.	do 22...	Liverpool, N.S.	Ordered to sea.	
Mary O. Glover	Cunningham	L. Whalen	86	12	Gloucester, Mass...	do 23...	do	Trawler.	
Sarah E. Lee	Pool & Gardner	Thompson	74	14	do	do 28...	do	Seiner. Ordered to sea.	
City Point.....	Williams & Others...	Keene	86	12	Portland, Me.	July 1...	Sand P't, N.S.	Trawler.	
Geo. W. Cushing...	O. B. Jewett & H. Williams	C. B. Jewett.....	73	12	do	do 1...	McNutt's Isl'd, N.S.....	Ordered to sea. Sailed at 4 a.m. next morning.	
City Point.....	Williams & Others...	Keene	86	14	do	do 2...	Shelburne, N.S.	Trawler. Deck to caulk.	
John Wanson	Tarr	Doty	56	10	Gloucester, Mass...	do 3...	do	Called for captain, left here ill.	
Alice H. Snow	Russell, Gibbs & Co.	Russell	53	9	do	do 3...	do	Hand liner.	
O. B. Herrington	Osas. H. Day	Feltner	21	5	Portland, Me.....	do 4...	Cape Roseway	do	
Geo. W. Oralg	H. Williams & Others	C. B. Jewett	73	12	do	do 4...	Shelburne, N.S.	Trawler for bait.	
O. B. Herrington	do	Freilick	37	4	do	do 4...	do	Hand liner. Ice and bait.	
Thos. B. Rackett	Capt. Rackett	Rackett	38	6	Greenport, L.I.....	do 7...	Sand P't, N.S.	Buying lobsters.	
T. B. Rackett	Rackett	Willard	40	6	do	do 7...	Negro Harbor.	Lobster trader.	
J. B. Atwood	J. R. Russell	Willard	43	4	Boston, Mass.....	do 15...	Shelburne, N.S.	do	
O. B. Rackett	do	Willard	43	6	Greenport, L.I.....	do 21...	do	Seiner. Head wind.	
Eliza Crowell	O. Allan	Joan. Chase	67	12	Gloucester, Mass...	do 27...	do	do	
Oralg Golanzas	Tarr	Golanzas	70	13	do	Aug. 3...	do	Hand liner. For supplies.	
Rather	Andrew Layton	Cunningham	94	17	do	do 4...	do	Seiner. Head wind.	
J. G. Oralg	Cushing & McKinnis	Webber	76	14	Portland, Me.....	do 5...	Liverpool, N.S.	Trawler. For repairs, and his son.	
Freddie Walton	Hegerty	Allen	80	13	Provincetown, Mass	do 6...	do	Seiner. Head wind.	
Royen Nicholson	Kendricks & Bloss ..	N. E. Eldridge.....	83	14	Chatham, Mass.....	do 6...	do	Hand liner. Head wind.	

SCHEDULE of Fishing Vessels boarded during the Season of 1886—*Continued.*

COPY of Boarding Book of Schooner "F. E. CONROD," M. SMELTZER, Commander.

NAME OF VESSELS AND OWNER.			Tonnage.		Port of Registry.	When and where boarded.		Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
J. H. Garland.....	Cunningham & Thompson	O. T. Keene.....	76	18	Gloicester, Mass...	Oct. 13...	North Sydney.	In for shelter. Left early next morning. 160 brls. mackerel. 8 weeks out.
Sarah E. Prior.....	P. H. Prior.....	T. McLaughlin....	97	16	Boston, Mass.....	do 13...	do ...	In for shelter. Left early next a.m. 200 brls. mackerel. 10 weeks out.

M. SMELTZER,
Commander of the Government Fisheries Protection Schooner "F. E. CONROD."

Carle M. Parsons.....	McKenzie, Harding & Co.....	A. T. Greenlow...	80	16	Gloucester, Mass...	do	7...	Port Hood, N.S.	In for water. Ordered to leave when supplied. Left next a.m. 8 brls. mackerel. 8 weeks from home.
Mary H. Thomas.....	Henry B. Thomas....	H. B. Thomas.....	98	17	do	do	9...	Port Mulgrave N.S.	In for water. Ordered to leave when supplied. Left same day. 100 brls. mackerel. 7 weeks from home.
John B. Presson.....	Geo. Clark & Co.....	William McEarty.	88	16	do	do	9...	do	In for water. Ordered to leave when supplied. Left same day. 36 brls. mackerel. 7 weeks in Bay.
Henry N. Woods.....	Geo. Norwood & Sons	H. McAdern.....	84	16	do	do	10...	Louisburg, N.S.	In for shelter during the night. Left next morning. 840 brls. mackerel. 9 weeks from home.
Eliesser Boynton.....	Wm. Parsons.....	Geo. B. Marton...	84	16	do	do	10...	do	In for shelter during the night. Left next morning. No fish. Just from home.
Carrie Parsons.....	McKenzie, Harding & Co.....	A. T. Greenlow...	80	16	do	do	12...	North Sydney, O.B.	In for shelter. Ordered him out Left same day. Reports one of his men deserted. 40 brls. fish. 8 weeks fishing.
Belle A. Nass.....	L. B. Nass.....	L. B. Nass.....	88	16	do	do	13...	do	In for shelter. Left next morning at daylight. 72 brls. mackerel. 7 weeks from home.
Mollie Adams.....	Solomon Jacobs.....	S. Jacobs.....	117	17	do	do	13...	do	In for shelter. Left next morning early. 100 brls. mackerel. 8 weeks from home.
Edith Rowe.....	Rowe & Jordan.....	J. L. Swin.....	80	16	do	do	13...	do	In for shelter. Left next morning 166 brls. mackerel. 5 weeks from home.
Fannie W. Freeman.....	Geo. Olark & Co.....	M. Whalen.....	80	16	do	do	13...	do	In for shelter. Left early next morning. No fish. 4 weeks out.
Ambrose H. Knight.....	James E. Poole.....	H. G. Spofford.....	87	17	Booth Bay, Me.....	do	13...	do	In for shelter. Left early next morning. No fish. 1 week out.
Addison Centre.....	Mayeson, Blanchford & Co.....	Sol A. Rowe.....	75	15	Gloucester, Mass...	do	13...	do	In for shelter. Left early next morning. 120 brls. mackerel. 8 weeks out.
T. R. Walker.....	T. A. Langford.....	J. McDonald.....	67	15	do	do	13...	do	In for shelter. Left early next morning. 200 brls. mackerel. 6 weeks out.
Orient.....	Capt. Lee.....	Capt. Lee.....	89	16	do	do	13...	do	In for shelter with lost off foremast head. Left after repairing. 140 brls. mackerel.
Spencer F. Balrd.....	James H. Tarr.....	John Viber.....	78	16	do	do	13...	do	In for shelter. Left early next a.m. 10 brls. mackerel. 8 weeks out.
Gertrude Evelyn.....	Andrew Leighton....	D. Moloney.....	81	15	do	do	13...	do	In for shelter. Left early next a.m. 200 brls. mackerel. 8 weeks

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

COPY of Boarding Book of Schooner "GENERAL MIDDLETON," JAMES McLEAN, Commander.

NAME OF VESSELS AND OWNER.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Gracie Ann.....	J. O. Grady.....	Capt. Lewis	4	1	Eastport, Me.....	May 29...	Red Head Cove.	Lobster boat, bound for Eastport.
Sarah E. Hyde.....	J. Murphy.....	J. Murphy.....	34	4	Friendship, Me.....	June 18...	Wrayton's Island	Lobster boat, bound for Boston.
Richard S. Newcomb	Capt. Lemiel	Capt. Lemiel	94	16	Provincetown, Mass	do 19...	Little River, Tunkets.	On shore at Little River, Tunkets. A seiner. No fish on board. Bound to Bay of Chaleurs.
Everett Steele.....	Benj. Spinney.....	C. H. Forbes.....	67	11	Gloucester, Mass...	do 30...	Pubaico..	Came into this port to fill fresh water, for no other purpose. Asked permission to stop until morning which was granted, with orders to proceed to sea inside of 24 hours from time of arrival, which he promptly obeyed at 8 30 a.m. July 1st. Part of his crew belonging to Argyle, was bound to Grand Banks for codfish.
Zephyr.....	Judson Young.....	I. Pulk.....	10	2	Eastport, Me.....	July 9...	St. Andrews...	Came here to procure herrings for canning purposes. Had no papers or permit of any kind. Said he left his papers at home. He was ordered off and cautioned not to return in our waters without proper papers from the Customs House.
Nellie O.....	Wm. Martin	J. Cross.....	6	2	do	do 9...	do	Had no papers from the Customs House. Was here to procure herrings. Was ordered off to get papers to enable him to purchase fish.
Emma A	J. McMahon	J. McMahon	6	2	do	do 9...	do	Had no papers or permit to take fish. Was ordered off to get papers at Customs House.

Maud.....	Wm. Martin.....	E. Kay.....	7	2	do	do	9...	do	...	Had no papers. Was ordered off to get the necessary paper to trade.
Planet (Str.).....	Rosentine Bros.....	S. Parrott.....	15	4	New York.....	July	9...	St. Andrews...	Out on a trial trip, not after fish.	
Boat.....	Blanchard	G. Balkan.....	3	1	Eastport, Me.....	do	9...	do	Had no permit to take fish. Was ordered to leave at once, to which order he obeyed at once.	
Myra A.....	Stewart.....	Stewart.....	3	2	do	Aug.	3...	Digdegwash....	Had clearance from Customs Officer J. E. Dixon, Deer Island. They had no cargo on board.	
Zeypher.....	J. D. Young.....	J. Pulk.....	10	2	do	do	3...	Bliss Harbor...	Had clearance from J. E. Dixon. With no cargo on board.	
Corra.....	James Davis.....	J. Davis.....	3	1	do	do	3...	do	do	
Owl.....	.....	.....	3	1	do	do	3...	do	Had clearance from J. McKay, Magaguadavic. With no cargo on board; good for one week.
Bessie B.....	W. J. Hickey.....	W. J. Hickey.....	3	1	do	do	3...	do	do	
Comet.....	Jno. Lenard.....	J. Lenard.....	3	1	do	do	4...	do	Had clearances from J. E. Dixon. With no cargo on board.	
Lizzie.....	S. Stewart.....	S. Stewart.....	3	1	do	do	4...	do	do	
Laura.....	Mahman.....	Mahman.....	4	1	Lubec, Me.....	do	4...	Welchpool.....	Had a permit from Coll. Farmer to buy a cargo of fish and return to the Custom House, and clear his cargo outward.	
Boat.....	A. B. Sumner.....	J. Brown.....	3	2	do	do	6...	Campobello...	Ought taking herrings from the weir without leave. Was taken and held on board the "Middleton" until the owner came with license from W. H. Vanning to fish that weir for one year; given from Overseer Brown at Campobello.	
Sloop boat.....	Hood.....	J. Gabeau.....	3	2	Eastport, Me.....	Aug.	9...	Head Herbor...	On being questioned claimed to be a Canadian vessel; but finding he was an American ordered him out, which he immediately obeyed.	
W. E. Norris.....	.....	.....	40	4	do	do	9...	East Quoddy..	No master on board. Crew reported came there to purchase fish. Had a clearance for Eastport, granted by Deputy Collector Dixon, of Deer Island, but which was not lawfully granted.
Norma.....	Wm. B. Keene.....	Chas. Blatchford...	25	5	Boston, Mass.....	do	14...	Westport.....	Put in through stress of weather, which carried away fore top mast and split main sail. Was ordered to sea as soon as repairs were effected.	

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

COPY of Boarding Book of Schooner "GENERAL MIDDLETON," JAMES McLEAN, Commander.

Vessels.	NAME OF VESSELS AND OWNER.		TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
	Owner.	Master.	Tons.	Men.		Date.	Place.	
Owl.....	John Randall.....	J. Randall.....	4	1	Eastport, Me.....	Aug. 23...	Bliss Harbor, F.B.	Had a clearance issued by James McKay, Collector, St. George, on 21st August. The master reported that M. McKay said the clearance was good for 7 days, but which we consider is altogether unlawful.
Venus.....	James Leonard.....	J. Leonard.....	5	2	do	do 23...	St. Andrew's Bay.	Had a clearance issued by O. Gove, Collector, St. Andrews, 18th August.
K. of L	J. McOutchen.....	J. McOutchen.....	5	2	do	do 23...	Digdegwash, N.B.	Possessed a clearance issued by J. Dixon, Collector, Deer Island, dated 9th August, but had no fish on board at the time of boarding.
Venice	Clarence Holt.....	O. Holt.....	5	2	do	do 23...	do	Had a clearance for the fish he intended to buy, issued by O. Gove, Collector, St. Andrews, 21th August.
Emma A.....	J. McMahon	Loring Cross.....	8	1	do	do 23...	Hog Island, N.B.	Had no permit or clearance and was ordered away, which he obeyed.
Wide Awake.....	Wm. Foley.....	Wm. Foley.....	10	1	do	do 23...	do	Had no permit or clearance and was ordered off, which he obeyed.
Maria Star.....	J. Martin.....	James Steward....	5	2	do	do 23...	Bliss Harbor, N.B.	Was ordered to leave immediately, but on promising to report to the Customs House without further delay, was allowed to remain for the time being. Cassations as to the Customs regulations and penalties.

Zephyr	G. Mitchell	W. Polk .....	.....	.....	do	23...	do	...	Was allowed to remain on promise to go to Customs House without delay. Cautioned as to penalties for non-compliance. Allowed to remain, but ordered to go to Customs House, which he complied with immediately.
Corr	J. D. Young	James Davis .....	.....	.....	do	23...	do	.....	Had a permit issued by J. Dixon, Deer Island, and marked "good for this trip only." Issued 4th August.
Fanny	Wm. Sherburne	Wm. Sherburne .....	.....	.....	do	23...	Pea Island, N.B.	.....	Had a clearance issued 12th August by J. Dixon, Collector, Deer Island, with the words "good for this trip only" attached.
Sea Foam	Elijah Greenlaw	E. Greenlaw .....	.....	.....	do	23...	Hog Island, N.B.	.....	Had no permit or clearance and was ordered away which he obeyed at sundown.
Ida	Jno. Greenlaw	D. M. Oullough .....	.....	.....	do	23...	St. Andrews Bay, N.E.	.....	Had a clearance issued 17th August by O. Gove, Collector, St. Andrews, but had no fish on board.
Sloop boat (No name)	Chas. Smith	C. Smith .....	.....	.....	do	Sept. 1...	East Quoddy, N.B.	.....	Boarded whilst fishing, with fish and fishing gear on board, and towed to Welchpool, to await instructions from Ottawa.
Sloop boat (No name)	Alex. Tinker	A. Tinker .....	.....	.....	do	1...	do	.....	Boarded whilst attempting to escape from the fishing grounds with fish and fishing gear on board and towed to Welchpool there to await instructions from Ottawa.
Yellow Girl	S. Hood	J. Long .....	.....	.....	do	Sept. 9...	Head Harbor, N.E.	.....	Put in for water. Ordered off which he immediately complied with.
.....	.....	.....	.....	.....	do	9...	Eastern Wolf, N.B.	.....	Found a purse seine drying on the beach and a Mr. Mathews who claimed to have it in his charge acknowledged to have used it, and a Mr. Mitchell of Campobello who assumes to own it acknowledged to not having entered it but we are informed on very good authority that the owner is Judson Young, sardine packer of Eastport and we seized it for violation of Customs Act and the Fishery Act as it is unlawful to use them.

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Schooner "GENERAL MIDDLETON," JAMES McLEAN, Commander.

NAME OF VESSELS AND OWNERS.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Katie M.....	O. Moore.....	O. Moore.....	8	2	Eastport, Maine....	do 17...	Beaver Harbor, N.B.	Put in for a harbor, on account of stormy weather, but ordered to sail when weather became favorable.
Sardine.....	M. Holmes	A. Cross.....	5	2	do	do 18...	do	Came to purchase fish. Warned as to Customs regulations and penalties for non-compliance.
Eagle.....	S. Wordsworth.....	O. Bowman.....	10	2	do	do 18...	do	Came to purchase fish. Warned as to Customs regulations and penalties for non-compliance.
Carrie W.....	S. Freeman.....	S. Freeman.....	8	2	do	do 20...	Quoddy Bay, N.B.	This boat would hold about 5 hogsheds of herring, but the master had a clearance, but no fish, for 30 hogsheds of herring, the amount he expected to carry, the present week to Eastport and J. McKay of St. George who issued it on 20th September, said it would be lawful until he carried that amount of fish.
Emma.....	A. Joy... ..	A. Joy.....	4	2	Lubec.....	do 21...	Head Harbor, N.B.	Loaded with fish and had a clearance issued by the Collector at Grand Manan on 20th September.
Little Lucy (Str.)....	H. Hart	S. Mitchell.	20	3	Robinstown	Sept. 24...	St. Andrews... N.B.	Laden with fish and had a clearance from the Collector at St. Andrews.
Lulu.....	E. Adams.....	E. Mathews	9	2	Eastport, Me.....	do 24...	Off Head Harbor, N.B.	Had a clearance for 25 hogsheds of fish (but had a full cargo of fish on board which consisted of 6 hogsheds) issued by J. Dixon, Collector of Deer Island. Ex-

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L. E. Rich.....	J. Blanchard.....	T. Holmes.....	7	2	do	...	do	30...	Off St. Andrew's N.B.	plained that Mr. Dixon told him his clearance was good until he had carried 25 hogheads, then to go to him and he would grant a new one.
Annie May.....	M. O. Holmes.....	P. Watton.....	20	2	do	...	do	Oct. 8...	Popologan, N.B.	Had herring and a clearance from Collector Cove, granted 30th September.
Gusie May.....	W. Dockerty....	W. Dockerty.....	8	2	do	...	do	do 9...	Of Elias Harbor, N.B.	Had no permit, and ordered to get under weigh, but on promising to report at Customs House was allowed to remain.
Annie May.....	M. O. Holmes.....	P. Watton.....	20	2	do	...	do	do 9...	do	Had on board 7 hogheads of herring which was his full load, but had a clearance from James McKay, Collector of St. George for 16 hogheads, given 4th October.
Laura B.....	Pike & Parker.....	H. Maulmain.....	8	2	do	...	do	do 11...	Bocabeo, N.B.	Had no fish on board, but was warned against loading any without previously procuring a permit from the Collector.
Maggie May.....	J. Robertson.....	J. Robertson.....	12	2	do	...	do	do 14...	St. Andrew's Bay.	Had a cargo of fresh herring. Was proceeding to St. Andrews to clear at Custom House, and had a note certifying that the schooner had been entered at the Custom House, St. Andrews.
Addie.....	E. Childers.....	E. Childers.....	15	2	do	...	do	do 14...	do	Had on board a cargo of fresh herring. Was proceeding towards St. Andrews to clear the same at Custom House, and had a note from Collector Cove, showing that the vessel had been entered there.
Helipoe.....	D. Greenlaw.....	M. Greenlaw.....	65	3	do	...	do	do 17...	Of Swallow Tail, N.B....	Had on board a cargo of salt and fresh herring and had a clearance from Grand Harbor, Grand Manan, issued 16th October.
Margaret Leonard,...	W. Stewart.....	James Hedding....	68	4	do	...	do	do 17...	Flagg's Cove, N.B.	Had put into Flagg's Cove in distress and was in the hands of the Collector.
Wide Awake.....	Wm. Foley.....	Wm. Foley.....	8	2	do	...	do	do 18...	Bliss' Harbor, N.B.	Had nothing on board and the captain was at St. George entering at Custom House.

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Schooner "GENERAL MIDDLETON," JAMES McLEAN, Commander.

NAMES OF VESSELS AND OWNER.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Cora.....	James Davis	James Davis.....	10	2	Eastport, Me.....	Oct. 22...	Bliss Harbor, N.B.	Had no fish on board, but had a clearance from James McKay, Collector, St. George, for eight hogheads of fish.
Fannie	G. Mulholland.....	G. Mulholland.....	13	2	do	do 23...	Beaver Harbor, N.B.	Had no fish on board, but had a clearance from J. McKay, Collector, St. George, for 33 hogheads of fish, issued Oct. 19th, but admitted he could not carry more than 18 hogheads. Cautioned against using it as it was quite unlawful.
Cora.....	James Davis.....	James Davis	10	2	do	do 27...	Bliss' Harbor, N.B.	No fish on board and captain gone to St. George to report to Collector.
Sea Foam.....	E. Greenlaw	E. Greenlaw	10	2	do	do 27...	do	Came to load a cargo of fish Warned against loading fish without previously entering at Custom House.
Owl	J. Randall.....	J. Randall.....	9	2	do	do 27...	do	Had a clearance for 12 hogheads of fish granted by Collector McKay, of St. George, Oct. 23rd, but had none on board. Informed him his clearance was not lawful and he must enter at Custom House.
Carey Chicken	W. Leighton.....	T. Robinson	12	2	do	do 29...	Quoddy Bay, N.B.	Had a cargo of fish and a clearance which was granted by J. McKay before loading his fish. Cautioned by Commander about Customs regulations.

Gracie L	O. Lewis	D. Mitchell.	9	2	do	.....	do	29...	do	...	Bound into St. Andrews to enter at Customs House for loading fish.
16a—	O. Lewis	O. Lewis	10	2	do	.....	do	Nov. 1...	do	...	Was sailing towards Eastport, no fish on board. Was ordered to clear at Customs House immediately. Complied with.
do Nellie Kane, Str	E. Blanchard.	P. Sullivan.	11	2	do	.....	do	do 1...	do	...	Was towing a raft to Eastport, had not been to report at Customs House and was warned against leaving Canadian waters without having cleared at Customs House.
Collector	D. McQuoid	D. McQuoid	64	3	do	.....	do	do 2...	do	Bocabe, N.B.	Taking in cordwood, had entered at Customs House, St. Andrews
Oarle W	J. Freeman	J. Freeman	8	2	do	.....	do	do 2...	do	Digdequash, N.B.	Taking in fish, had entered 1st November, at St. Andrews, Customs House.
Wide Awake	Wm. Foley	Wm. Foley	9	2	do	.....	do	do 12...	do	East Quoddy }	Detained for not having cleared their cargoes of fish at the Customs House, West Isles. The master of both sloops said they had been to Collector McKay's office and waited until 10.45 a.m. and as he had not come concluded to sail to the cutter for information.
Iconia	Luther Green	Luther Green	9	2	do	.....	do	do 12...	do	do }	
Linwood	Charles Lord	Charles Lord	10	2	do	.....	do	do 12...	do	...	No fish on board. Master acknowledged having been in Canadian waters since 29th October, without reporting at Customs House. Vessel was bound to Eastport. Detained by Commander.
Maud	Loring Cross	Loring Cross	8	2	do	.....	do	do 12...	do	...	Bound to Eastport with a cargo of fish; the master had neither entered or cleared his boat. Detained by Commander.
Half Breed	Hilman Allen	Hilman Allen	8	2	do	.....	do	do 12...	do	...	Had on board 8 hogsheads of herring and a clearance for same given by Collector of West Isles, dated 13th November.
Nellie G	Henry Greenlaw	Henry Greenlaw	9	2	do	.....	do	do 12...	do	...	Had on board 8½ hogsheads of herring and a clearance for same given by Collector of West Isles on 13th November.
Gilbert	Pike & Gillis	W. Miller	8	2	Lubec .....	.....	do	do 12...	do	Quoddy River.	Bound to Lubec, no cargo on board but had cleared his boat at St. George on 8th November,

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Schooner "GENERAL MIDDLETON," JAMES McLEAN, Commander.

NAMES OF VESSELS AND OWNER.			TONNAGE		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessel.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Cora.....	James Davis.....	James Davis	7	2	Eastport, Me.....	Nov. 12...	East Quoddy...	Had on board 9 hogheads of herring bound to Eastport and had cleared the same 10th November at St. George.
Sea Foam.....	Elijah Greenlaw.....	E. Greenlaw	6	2	do	do 12...	do	Had on board 4 hogheads of herring, for Eastport and had cleared the same at St. George on 5th.
Willie A.....	W. Akers.....	W. Akers.....	7	2	do	do 12...	do	Had nothing on board but had cleared his boat on 11th November, at St. George.
Owl.....	W. Freeman.....	W. Freeman.....	8	2	do	do 19...	Ellis Harbor...	Absent at St. George, reporting at Customs House. No fish on board.
Powtown.....	Daniel Greenlaw.....	D. Fulmore.....	28	3	do	Dec. 18...	Friar's Bay...	Came to anchor for shelter. Had no cargo on board, and had been fishing until last summer when she was converted into a coaster and was coasting at the present time.
Lizzie Jones.....	Frank Thompson.....	Henry Thompson..	80	12	Gloucester, Mass...	do 20...	Off Head Harbor.	Bound to Eastport from Gloucester to procure bait for fishing on the Georges' Bank.
Charles Boynton.....	Michael Whalen.....	M. McGuinness	72	14	do	do 20...	West Quoddy...	do
Oasis.....	Jacob Small.....	Jacob Small.....	18	2	Eastport, Me.....	do 21...	St. Andrews Harbor.	Was formerly a fishing vessel, but has now for some years been coasting and was going to load hay for Eastport.

JAMES McLEAN,
Commander of the Government Fisheries Protection Schooner "GENERAL MIDDLETON".

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Schooner "LIZZIE LINDSAY," L. POULIOT, Commander.

NAME OF VESSELS AND OWNERS.			Tonnage.		Port of Registry	When and Where Boarded.		Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Annie E. Paint,.....	Peter Paint & Sons...	Charles Martin	81	16	Port Hawkesbury N.S.	Aug. 1...	Off Shippegan Island. Ship Channel.	Just out.
Enola O	B. S. Cunningham...	.....	62	14	Gloucester, Mass...	do 3...	Off Fox Island N.B.	40 brls. mackerel. 10 miles off Miramichi. In for water.
Flora Dillaway.	Walen & Sons	James Dewett	77	16	do	do 3...	Portage Island Harbor, N.B.	15 brls. mackerel. Off North Cape. In for shelter.
Lisa Boyton	Will Parsons	Geo. P. Martin	84	16	do	do 3...	Miramichi Bay	450 brls. mackerel. Between Mira- michi and Miscon.
Florence.	Oakes & Anderson...	Peter Richardson.	89	16	Halifax, N.S.	do 3...	do	Just out. In for shelter.
Henry Dennis	Geo. A. M. McLane...	Fred. Orac.	91	16	Gloucester, Mass...	do 3...	do	60 brls. In for shelter.
Addie M. Deering ...	A. M. Smith	Emery Golt	96	13	Portland, Me.	do 4...	do	Just out. In for shelter.
John Nye	W. L. Joyce	W. L. Joyce	63	15	Deer Island, Me...	do 4...	do	300 brls. Between Tracadie and Miscon.
John G. Whittier	Rowe A. M. Jordan.	Rowe A. M. Jordan	99	17	Gloucester, Mass...	do 4...	do	250 brls. Between Tracadie and Miscon.
Mollie Adams	S. Jacob Adams	S. Jacob Adams...	117	17	do	do 4...	do	150 brls. In for shelter.
Fannie W. Freeman.	Geo. Clark & Co.	Morris Walter	90	16	do	do 4...	do	250 brls. mackerel. Off Shippegan.
Birdie Pierce	John P. Atkin	John P. Atkin	90	16	do	do 4...	do	150 brls. In for shelter.
John W. Campbell...	Collin Chisholm	Collin Chisholm...	79	15	do	do 4...	do	300 brls. 12 miles east of Miscon.
Oreca	Andrew Leighton...	S. W. Smith	82	16	do	do 4...	do	Just out. In for shelter.
Vesta	Silvanus Smith & A. E. Bradley.	John S. Tapies	75	16	do	do 4...	do	340 brls. mackerel. 10 miles off Shippegan.
Abendele	R. B. Babbidge	R. B. Babbidge	57	14	North Haven, Me.	do 4...	do	260 brls. mackerel. 10 miles off Shippegan.
Oceola	Oakes & Anderson...	William Ness	83	14	Halifax, N.S.	do 4...	do	90 brls. Between Miramichi and North Cape.
Hattie L. Newman...	D. Allen & Sons....	A. W. Richards...	94	16	Gloucester, Mass...	do 4...	do	100 brls. Off Shippegan and North Cape.
Nellie M. Davis	A. Melanson	A. Melanson	90	16	do	do 4...	do	50 brls. On Bradley Bank.
Fred P. Frye	Sidney Smith	Sidney Smith	81	17	do	do 4...	do	400 do

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Schooner "LIZZIE LINDSAY," L. Pouliot, Commander.

NAME OF VESSELS AND OWNERS.			Tonnage.		Post of Registry.	When and Where Boarded.		Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Millie Washburg..... Charles O. Warren..	Rich	John Goncalves.... W. Oallett.....	70 104	17 18	Provincet'n, Mass. Gloucester, Mass...	Aug. 4... do 4...	Miramichi Bay do ...	Just out, 2nd trip. In for shelter. 150 brls. Between Miramichi and Miscon.
Frank A. Ratcliffe..	do	Emons Ratcliffe...	99	17	do ...	do 4...	do ...	85 brls. mackerel. 10 miles off North Cape. In for shelter.
Grover Cleveland...	Debutts & Dagatt...	John E. Conway...	87	18	Boston, Mass.	do 4...	do ...	60 brls. mackerel. 10 miles off North Cape. In for shelter.
Eisle M. Smith	A. M. Smith.....	Nicholas Bulger ...	106	17	Portland, Me.....	do 4...	do ...	350 brls. mackerel. Between Mi- ramichi and North Cape. In for shelter.
Maud S.....	F. H. Smith.....	Franklin Thomas.	75	16	North Haven, Me..	Sept. 2...	3 miles north of Point Birch Lighthouse.	300 brls. mackerel caught between North Cape, P. E. I., and Ship- pegan. Captain being off Pigeon Hill experienced heavy S.W. breeze with nasty sea, bore away under Miscon for shelter. Friday morning, the 3rd, at daylight the wind being N.W., the same schooner was hardly visible from the mast head. Sailing south, well outside the limits. 3 weeks out and not a mackerel caught. Having made water, the schooner got under weigh and sailed south. Followed her out, well outside of Miscon, and well outside of limits.
Morning Star	T. L. Mayo.....	P. P. Smith.....	76	16	Boston, Mass.	do 8...	Port Daniel...	

L. POULIOT,
Commander of the Government Fisheries Protection Schooner "LIZZIE LINDSAY."

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Steamer "LANSDOWNE," CHARLES T. DAKIN, Commander.

NAME OF VESSELS AND OWNER.			Tonnage.		Port of Registry.	When and Where Boarded.		Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
J. B. Putnam.....	David Orowell.....	Chas. Rudolph....	76	14	Salem, Mass.....	March 16...	Pubnico, N.S.	Arrived from Beverly, Mass., 24th March, bound to Western Banks, fishing voyage. Captain and crew belong to Pubnico. They are here for clothing and water got his belt in Gloucester. He said there were 4 or 6 American fishermen bound here, whose Captain and crew belong here. Expect them here the first of the week. He said there was 1 American in Argyle, N.S. (Sailed at 8 a.m., 22nd March.)
David.....	Geo. F. Wanson.....	Jas. L. Kenny.....	.....	14	Gloucester, Mass....	do 26...	Argyle, N.S....	Arrived 26th at 8 p.m. No one on board.
Frank William.....	W. E. Wanson.....	J. Malone.....	63	15	do	do 27...	Barrington, N.S.	Arrived from Gloucester 26th March. Bound to West Banks. Has belt on board from home. Boarded him while going out.
J. B. Putnam.....	D. Orowell.....	Chas. Rudolph....	76	14	Salem, Mass.....	do 28...	Shelburne, N.S.	Came in for shelter this a.m. about 5. In want of water. Would sail as soon as possible. (Sailed at 5.15 a.m., 29th March.)
Zenobia.....	Geo. Steele.....	D. Morrissey.....	76	14	Gloucester, Mass....	do 29...	Pubnico, N.S.	Arrived 28th March 5 p.m. Bound to West Banks. Came in for shelter. (Sailed 31st March)
A. J. Duncan.....	do	W. E. Morrissey...	83	14	do	do 29...	do	Arrived 27th March. Captain and crew belong to Pubnico. (Sailed at 8 a.m. 31st March)
Knight Templar.....	do	Leander Jamieson.	69	14	do	do 29...	do	Arrived 29th March. Captain on shore. (Sailed at 8 a.m. 31st March, for West Banks.)

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Steamer "LANSDOWNE," CHARLES T. DAKIN, Commander.

NAME OF VESSELS AND OWNERS.			Tonnage.		Port of Registry.	When and where boarded.		Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Plymouth Rock	Geo. Steele.....	J. D. Morrissey	92	14	Gloucester, Mass ..	March 29...	Panlico, N.S.	Arrived 28th March. Has bait on board from home. Came in for shelter. Being ordered out, would sail as soon as possible. (Sailed 31st March, at 8 a.m.) The owners belong to Beaver Harbor and state that they are about to change her register. (Ordered her owners to change her papers immediately.)
Satellite	E. Woodley..	L. Hawkins.....	20	7	Eastport, Me.....	April 16...	Beaver Harbor, N.B.	Came in from Gloucester on the 22nd having lost his main top-mast. Has his bait on board. Would go to sea immediately.
Northern Light	Geo. E. Proctor.....	J. Patterson..	53	12	Gloucester, Mass...	do 23...	Shelburne, N.S.	Lobster smack.
Electric Light .....	.....	.....	15	3	.....	do 23...	Clarks Harbor, N.S.	In seeking for bait. Found no fish or news on board. They say their owners gave them orders to buy bait in Canadian waters. Ordered them to leave for their own shore. They went immediately.
Falcon	A. Layton	Malone.....	68	14	Gloucester, Mass...	do 28...	St. Andrews Bay, N.S.	She arrived on the 6th. Had no bait on board. Came in to see his people. Was seized for a violation of Customs Laws and Fisheries Act. (Was seized at 4 p.m., 7th May.)
Cassie E. Saywood Pioneer	M. Saywood.....	W. Phillips.....	59	11	do	do 28...	do	
Athstockly	O. Whalen	J. Crockett.....	64	12	do	do 28...	do	
	G. Norwood..	A. Olsen.....	83	14	do	do 28...	do	
David J. Adams.....	Jesse Lewis.....	A. Kenny.....	66	13	do	May 7...	Digby, N.S....	
Horace Albert.....	J. Smith	J. W. Rowe.....	65	12	do	do 8...	do	Came in on night of the 7th for a harbor. Ordered him to leave. (Sailed at 8 a.m.)

Zenobia.....	Geo. Steele.....	D. Morrissey.....	75	14	do	...	do	18...	Pubnico, N.S.	From Gloucester on 16th. Bound for Grand Banks. Has no bait on board. Going to Newfoundland for Mt. Came in for wood and water. All belonging here. Ordered to sea. (Sailed as soon as ordered out).
Knight Templar.....	do	Leander Jamieson.	89	14	do	...	do	18...	do	From Gloucester. Arrived on 17th tells same story as "Zenobia."
Conductor	T. Haskell.....	E. Chapman..	89	14	do	...	do	June 2..	do	Ordered to sea (Sailed as soon as ordered out.)
J. G. Craig.....	Oash & McKay.....	J. Webber	72	18	Portland, Me.....	June 19...	Liverpool, N.S.	Came in for repairs having lost main top-mast. Arrived 31st May. Bound for Grand Banks. Has no bait having so far to put it on. Ordered him to sea, as soon as repairs were completed. (Sailed on the 4th, having been detained by fog.)		
Mollie Adams.....	Solomon Jacobs.....	S. Jacobs	117	17	Gloucester, Mass.,	July 3...	Off Richmond Harbor, P.E.I.	Boarded her when she was about on the limits and the captain reports having left Gloucester two weeks ago and just come out of Richmond Harbor or Malpeque. 220 brls. mackerel on board, but did not catch any inside of 5 miles. Examined his seines and found them dry. Cutter "Ortic" spoke her the day before.		
R. T. Newcombe	S. Linell	Linell	66	14	do	...	do	7...	do	At in for shelter at Richmond Harbor, owing to the storm of yesterday, and all sailed to sea at 9 a.m., except one which had a broken jib-boom. Cutters "Ortic" and "Houlett" there and both sent officers and boarded the schooners and ordered them out before the "Lansdowne" had arrived. We were unable to get the names of the owners of some of the vessels that had already started to sea, but the "Houlett" spoke them all.
Fanny Bell.....	W. B. Coomb.....	F. H. Hall.....	81	17	do	...	do	7...	do	
H. G. Froome.....	J. W. Campbell & Co.	J. Chisholm.....	95	16	do	...	do	7...	do	
H. N. Woods.....	G. Norwood & Son.	H. McEachern.....	84	16	do	...	do	7...	do	
E. A. Thomas	C. D. Thomas.....	C. D. Thomas.....	107	17	Portland, Me.....	...	do	7...	do	
W. J. Grosby	F. Carol	F. Carol	109	17	Gloucester, Mass.....	...	do	7...	do	
W. S. Smith.....	A. M. Smith.....	L. W. Jewett.....	117	17	Portland, Me.....	...	do	7...	do	
Mollie Adams.....	S. Jacobs	S. Jacobs	79	17	Gloucester, Mass.....	...	do	7...	do	
Nellie W. Long.....	E. Lewis	E. Lewis	75	16	do	...	do	7...	do	
Martha O.....	L. Whalen	A. W. Cunningham & Co.	88	17	do	...	do	7...	do	
M. Oastie.....	Mckenzie, Harding & Co.	E. Joyce.....	95	16	do	...	do	7...	do	
Leona	W. G. Poole	W. G. Poole	75	16	do	...	do	7...	do	
O. H. Low	Benj. Low	A. McKenzie.....	89	16	do	...	do	7...	do	
Orient	Chas. Lee	Chas. Lee	103	16	do	...	do	7...	do	
E. W. Sawyer	J. W. Sawyer	Jno. Orchard.....	108	16	Portland, Me.....	...	do	7...	do	
May Flower	Cunningham & Co...	Jno. A. McKinnon.	108	16	Gloucester, Mass.,	...	do	7...	do	

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Steamer "LANSDOWNE," CHARLES T. DAKIN, Commander.

NAME OF VESSELS AND OWNERS.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
W. H. Foy.....	S. Smith.....	J. N. Joyce.....	66	15	Gloucester, Mass...	Aug. 3...	Miramichi, N.B.	Left home one week ago and arrived in the gulf yesterday. Came in for harbor last night. 10 brls. mackerel on board. Ordered to sea.
Cora Louise.....	S. Nickerson & Son.	A. Harris.....	64	16	Booth Bay, Me.....	do 3...	do	... Left Ocasco last Thursday. Came in for harbor last night. About 16 brls. mackerel on board. Ordered to sea.
Caroline Vault	J. C. Pool.....	O. S. Reid.....	79	17	do	do 4...	Paspobias, Q.	Came in for water. 140 brls. mackerel on board. Been out 10 weeks. Ordered to leave and left immediately.
D. Simmons	M. Stenson	J. Gott.....	66	16	Oasline, Mass.....	do 18...	Cape Kildare. P.M.I.	Left Ocascopec this a.m. Here to make a lee. Bound around Cape North; has been in the Bay 2 weeks and has not got any mackerel yet. Sailed at once.
J. J. W. Campbell	Ben Low.....	C. Ohlsholm.....	79	16	Gloucester, Mass...	do 18...	Ocascopec, P. E.I.	Came in for shelter on the 17th. also wood. 350 brls. mackerel on board. all caught outside limits. Will sail in the morning.
Robert Rhodes.....	W. S. Gordon.....	F. J. Welsh.....	57	14	Portland, Me.....	do 18...	do	In for shelter and repairs of sail. Entered at Ocasum House. Will sail in the morning.
A. B. Harris	J. Kinton	F. Ellis	51	12	Boston, Mass	do 18...	do	Here for shelter and repairs. 65 brls. mackerel on board, all caught outside limits. The above were ordered to sea and left on the 19th, all having entered at Ocasum House.

Aberdeen	Fitz Thomas	Fitz Thomas	65	14	Gloucester, Mass...	Aug. 26...	Miminsgab, P.E.I.	Here for shelter. 100 brls. mackerel on board. Ordered off limits, and she sailed immediately.
Maggie and Lillie....	J. Pen & Son	J. Garry	77	16	do	do	Oscumpsee, P.E.I.	In for shelter. Ordered to leave in the morning. 40 brls. mackerel.
Howard Holbrook...	Oakes & Foster	O. H. Keene	92	16	do	do	Horse Head....	100 brls. mackerel on board, caught outside limits. 2 weeks.
A. N. Burham	E. W. Wilson	E. W. Wilson	90	15	do	do	do	50 brls. mackerel. In Bay, 3 do
S. E. Prior	T. McLaughlan	T. McLaughlan	97	16	Boston, Mass.....	do	do	140 do Caught within a month.
Grover Cleveland...	DeBotts & Dagatt... ..	J. E. Conway	87	16	do	do	do	180 do Out one month.
J. M. Plummer	J. E. Figgett	J. L. Olerke	95	16	Portland, Me.....	do	do	140 do
J. Swanton	O. D. Thomas	G. W. Griffin	90	14	do	do	do	85 do
Oynonre	S. Nickerson & Son	L. J. Rush	99	17	Booth Bay, Me.....	Sept. 2...	Tignish, P.E.I.	All in for shelter under Horse Head. Ordered to sea, and all sailed immediately.
Milly M. Snow	J. Young	A. E. Snow	90	16	Wellsfleet, Mass....	do	Oscumpsee, P.E.I.	In for shelter. 50 brls. 3 weeks. Shelter. 228 brls. mackerel. 4 weeks.
Annie Sergeant	T. Chase & Co	W. Fisher	93	15	Portland, Me.....	do	do	Shelter.
Ed. Rich	E. R. Fournier	J. F. Hall	74	16	Wellsfleet, Mass....	do	Malpeque, P.E.I.	do
Fanny Belle	W. B. Coomb	F. H. Hall	80	17	Gloucester, Mass....	do	do	do 140 brls. 2 weeks' catch.
H. Wood	G. Norwood & Son	H. McACHERN	84	16	do	do	do	do 75 do
Robin Hood	J. Mansfield & Son	A. J. Burnham	88	16	do	do	do	do 50 do
E. T. Wales	E. Wales & Son	P. McDonald	78	17	do	do	do	do No fish on board.
J. W. Campbell	B. Low	O. Ohisholm	79	15	do	do	Tignish, P.E.I.	The above schooners were ordered to sea and sailed immediately outside limits.
Endrager	J. Mansfield & Son	J. Mason	98	16	do	do	do	In for shelter and for water. Has 300 brls. mackerel.
L. W. Dyer	O. A. Dyer	J. H. Greenlaw	78	16	Portland, Me.....	do	do	In for shelter and for water. Has 173 brls. mackerel.
Ralph Hotchon	T. F. Hotchon	T. F. Hotchon	88	17	Gloucester, Mass....	do	do	In for shelter and water. Has 70 brls. mackerel. 3 weeks' catch.
Fleetwing	E. Montgomery & Son	W. G. Keefe	56	14	do	do	Cape Kildare.	In for shelter and water. Has 150 brls. mackerel.
Vesta	S. Smith	J. S. Staples	75	16	do	do	Horse Head....	Above schooners sailed the following morning. In for shelter. Ordered to sea, sailed at once. Has 342 brls.
G. W. Puse	L. Chase & Wilton	M. Orchard	59	16	Portland, Me.....	do	Souris, P.E.I.	In for shelter. Sailed outside limits as soon as ordered, Has no mackerel. Just from home on his 2nd trip.
Ed. Rich	E. R. Fournier	J. Moull	74	16	Wellsfleet	do	do	In Souris for shelter.
R. S. Newcombe	A. E. Linell	J. Linell	68	14	Provincetown, Mass	do	do	
H. G. French	J. Ohisholm	J. Ohisholm	96	16	Gloucester, Mass....	do	do	
Lottie E. Hopkins	M. J. Hopkins	M. J. Hopkins	98	13	Vinal Haven, Mass..	do	do	
A. S. R. Hammond	A. S. Hammond	A. S. Hammond	98	14	Obatham, Mass....	do	do	

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Concluded.

COPY of Boarding Book of Steamer "LANSDOWNE," CHARLES T. DAKINS, Commander.

NAME OF VESSELS AND OWNERS.			Tonnage.		PORT OF REGISTRY.	WHEN AND WHEN BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Ella M. Adams.....	G. Norwood & Son..	T. Perrish.....	80	17	Gloucester, Mass...	Sept. 13...	Souris, P. E. I.	
Hattie B. West.....	Shoold Merchand. ...	G. Jackson.....	53	14	do	do 13...	do	
Maggie & Lillie.....	J. Pow & Son.....	J. Gerry.....	77	16	do	do 13...	do	
Robin Hood.....	J. Campbell & Son..	A. J. Burnham....	88	16	do	do 13...	do	
R. E. Webster.....	S. Jacobs.....	S. B. Hudder.....	93	16	do	do 13...	do	
W. V. Hutchings...	G. Friend.....	J. Burst.....	59	14	do	do 13...	do	
Pioneer.....	Geo. Smith.....	J. W. Thomas....	70	16	do	do 13...	do	
Fleetwing.....	S. Whalen.....	R. Gilchell.....	62	15	do	do 13...	do	
Mary Parnell.....	B. Montgomery & Son	W. G. Keiff.....	56	14	do	do 13...	do	
S. R. Crane.....	McDurmand.....	J. Simpson.....	74	16	do	do 13...	do	
Mattie L. Newman..	D. Allan.....	A. W. Richard....	93	17	do	do 13...	do	
Charlie E. Parson....	M. K. Hardy.....	A. Greenlaw.....	80	16	do	do 13...	do	
J. D. Whittier.....	R. Jordan.....	W. Thurston.....	99	17	do	do 13...	do	
Pendragon.....	J. Mansfield.....	J. Mason.....	68	16	do	do 13...	do	
W. D. Dingley.....	J. Gorman.....	J. Gorman.....	93	16	do	do 13...	do	
Wildfire.....	Geo. Steele.....	P. McFarlane....	108	16	do	do 13...	do	
Hattie Evelyn.....	J. A. Oremwell....	S. A. Oremwell....	66	14	do	do 13...	do	
Addison Centre....	Margeson.....	S. Rowe.....	71	15	do	do 13...	do	
Ossipee.....	Cunningham & Thompson.....	J. Johnson.....	68	15	do	do 13...	do	
Isaac A. Chapman...	H. Robson.....	B. F. Spray.....	80	16	do	do 13...	do	
Bugh Light.....	J. F. Wesson & Co..	J. S. Kenney.....	63	14	do	do 13...	do	
Belle Franklin.....	do	H. D. Kendrick....	75	16	do	do 13...	do	
J. Garland.....	Cunningham & Thompson.....	O. T. Ring.....	76	16	do	do 13...	do	
F. Spelman.....	A. M. Smith.....	O. Parvis.....	81	16	Portland, Me.....	do 13...	do	
Waterfall.....	J. W. Sawyer.....	B. Long.....	70	16	do	do 13...	do	
M. S. Smith.....	A. M. Smith.....	L. W. Jennett....	109	18	do	do 13...	do	

In Souris for shelter.

CHARLES T. DAKINS,
Commander of the Government Fisheries Protection Steamer "LANSDOWNE."

SCHEDULE of Fishing Vessels boarded during the Season of 1886—Continued.

Copy of Boarding Book of Steamer "ACADIA," P. A. SCOTT, Commander.

NAME OF VESSELS AND OWNER.			Tonnage.		Port of Registry.	When AND Where Boarded.		Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Place.	
Emma W. Brown.....	J. W. McFarlane	J. W. McFarlane..	90	12	Gloucester, Mass...	Sept. 8...	Strait of Canso N.S.	Came in for water. Ordered to sea, and left immediately. Bound for Bay Chaleurs.
O. Ellsworth.....	Jas. Ellsworth.....	Jas. Ellsworth.....	92	12	Eastport, Me.....	do 8...	do	For water. Ordered to sea and left immediately. Had entered at Ouston House.
Herald of the Morn'g	L. N. McLean.....	L. N. McLean.....	88	16	Gloucester, Mass...	do 23...	Georgetown, P. E. I.	Came here Sept. 20th for repairs. 104 brls. mackerel. Out 4 weeks.
W. V. Hutchings.....	G. Friend	J. M. Beare	59	14	do	do 23...	do	Came in for shelter only, Sept. 20th. Has been in the Bay 6 weeks. 80 brls. mackerel on board.
W. N. Wellington.....	J. A. S. Steele.....	J. D. S. Nickerson	81	16	do	do 23...	do	Here for shelter and repairs. Main gaff gone. In the Bay 6 weeks. 180 brls. mackerel on board.
M. S. Smith	A. M. Smith	L. W. Jewett.....	109	18	Portland, Me.....	do 23...	do	Shelter and repairs. Main hatch gone. Came in Sept. 20th. In Bay 8 weeks. 370 brls. mackerel.
Bardie Pierce.....	J. P. Akins.....	J. P. Akins.....	90	16	Gloucester, Mass...	do 23...	do	Came in Sept. 20th for shelter and repairs. Iron work forward gone. In Bay 8 weeks. 300 brls. mackerel on board.
Carrie E. Parsons ...	McKenzie, Harding & Co.....	A. Greenlaw.....	80	16	do	do 25...	Port Hood, N.S.	The above schooners were ordered to sea as soon as repairs were made good; and those in for shelter only left immediately.
J. W. Bray.....	J. F. Womson & Co.	Geo. McLean.....	79	16	do	do 25...	do	In for shelter, Sept. 24th.
Sarah H. Pryor.....	P. H. Prior.....	T. McLaughlan.....	97	16	Boston, Mass.....	do 26...	do	do
M. S. Smith.....	A. M. Smith	J. W. Jewett.....	109	18	Portland, Me.....	do 26...	do	do
A. R. Oulenden.....	Isaac Steele.....	Isaac Steele.....	91	16	Gloucester, Mass...	do 26...	do	do
W. V. Hutchings.....	G. Friend.....	J. M. Beare	59	14	do	do 26...	do	do

SCHEDULE of Fishing Vessels boarded during the Season of 1886—*Continued.*

COPY of Boarding Book of Steamer "ACADIA," P. A. SCOTT, Commander.

NAME OF VESSELS AND OWNERS.			TONNAGE.		PORT OF REGISTRY.	WHEN AND WHERE BOARDED.		REMARKS.
Vessels.	Owner.	Master.	Tonn.	Men.		Date.	Place.	
R. J. Edwards	J. Sayer	A. O. Decker	80	16	Gloucester, Mass.	Sept. 26...	Port Hood, N.S.	In for shelter.
Pendragon	A. Mansfield	J. Mason	68	16	do	do 26...	do	do
J. A. Chapman	H. Babson	B. F. Sprague	80	16	do	do 26...	do	do
B. Seeter	J. G. Law	J. Vibert	69	16	do	do 26...	do	do
Vesta	S. Smith & Co.	J. S. Staples	65	15	do	do 26...	do	do
M. A. Bradley	do	J. F. Vanlier	73	16	do	do 26...	do	do
F. W. Browne	J. McFarlane	J. McFarlane	74	16	do	do 26...	do	do
Lizzie M. Center	Joseph Smith	Joseph Smith	77	16	do	do 26...	Port Hawkesbury, N.S.	Repairs, main boom gone, &c.
Gertie Evelyn	A. Leighton	D. McIntyre	81	15	do	Oct. 9...	Aspy Bay, N.S.	In for shelter.
A. E. Oritenden	J. Steele	J. E. Graham	81	16	do	do 9...	do	do
Edith S. Whalen	W. Walen & Son	P. McDonald	73	17	do	do 9...	do	do
Belle A. Nance	L. Norse	L. Norse	83	16	do	do 9...	do	do
O. Parsons	McKenzie, Harding & Co.	McKenzie, Harding & Co.	80	16	do	do 9...	do	do
Martha Bradley	S. Smith	A. Greenlaw	73	16	do	do 9...	do	do
Mary A. Clark	G. Clarke & Co.	J. F. Vanlier	90	18	do	do 9...	do	do
Chas. Lee	do	N. Whalen	79	18	do	do 9...	do	do
E. Rowe	Chas. Lee	H. F. Browne	89	16	do	do 10...	Ingouish, C.B.	do
J. C. McFarlane	W. H. Jordan	Chas. Lee	80	16	do	do 10...	do	do
J. G. White	O. T. Keene	G. I. Swim	76	16	do	do 10...	do	do
G. B. Walker	Unningham	Unningham	99	16	do	do 10...	do	do
H. Holbrook	Royce & Jordan	W. Thurston	67	15	do	do 10...	do	do
Mollie Adams	J. Langford	J. McDonald	92	16	do	do 10...	do	do
Spencer Baird	Chas. A. Keene	Chas. A. Keene	117	17	do	do 10...	do	do
E. Babson	Sol Jacobs	Sol Jacobs	74	16	do	do 10...	do	do
Night Temple	J. T. Tarr & Son	J. A. Verul	95	16	do	do 10...	do	do
A. W. Freeman	O. G. Lawson	O. R. Smith	69	15	do	do 10...	do	do
E. W. Browne	J. Steele	N. A. McKenna	96	15	do	do 10...	do	do
Centennial	J. Clarke & Co.	M. Whalen	73	16	do	do 10...	do	do
Gertie Parsons	J. McFarlane	J. McFarlane	100	17	do	do 10...	do	do
	D. O. & W. Babson	A. McGray	80	16	do	do 13...	Sydney, C.B.	Shelter. 48 brls. mackerel.

APPENDIX B.

SCHEDULE of United States Fishing Vessels seized or detained during the Season of 1886 for violations of the Fisheries and Customs Laws ; date and place of detention or seizure ; nature of offence, and action thereon.

NAME OF VESSELS, TONNAGE, ETC.		PORT OF REGISTRY.	WHEN AND WHERE SEIZED OR DETAINED.		NATURE OF OFFENCE.	REMARKS, How disposed of.
Vessels.	Tons.		Date.	Place.		
David J. Adams ...	66	Gloucester, Mass...	May 7...	Digby, N.S.....	Detained for purchasing bait, and for neglecting to report at Customs.	Case now pending in the Vice Admiralty Court of Nova Scotia.
Ella M. Doughty.....	.....	Portland, Me	do 17...	Baddeck, N.S....	Seized for having taken on board a quantity of fresh fish and for not reporting at Customs.	Released on deposit of \$600, pending final decision for offence against Customs Act and bonded for \$2,500 for purchasing bait. Case before the Vice Admiralty Court of Nova Scotia.
City Point	85	do	July 2...	Shelburne, N.S...	Detained for not reporting at Customs.	Released on deposit of \$400, pending final decision.
Geo. W. Cushing..	73	do	do 3...	do	Detained for not reporting at Customs.	do do
O. B. Harrington..	37	do	do 3...	do	Detained for not reporting at Customs.	do do
Howard Holbrook.	96	Gloucester, Mass...	Aug. 17...	Port Hawkesbury, N.S.	Seized for having landed baggage without first reporting at Customs.	do do
Legal Tender.	58	do	do 27...	Barrington, N.B..	Seized for having landed part of cargo without first reporting at Customs.	Vessel rescued and taken to sea. No further action.

A. R. Oritenden.	81	Isaac Steele (Owner). J. Graham (Master).	do	do	27...	Port Hawkesbury, N.S.	Released on deposit of \$400, pending final decision.
Highland Light...	87	John H. Ryden (Owner and Master)	Wellfleet, Mass....	Sept. 1...	Off East Point, P.E.I.	Seized by C. M. Lowry, Commander of Cruiser "Houlett", for fishing within the three mile limit.	Fried before the Vice Admiralty Court at Charlottetown. Confiscated and sold by auction. Bought by the Canadian Government.
Pearl Nelson .....	.....	M. Kempt (Owner and Master).	Provincetown, Mass.	do	8...	Arichat, N.S....	Released on deposit of \$100, which was afterwards refunded less expenses incurred, and seizure discharged.
Everett Steele	88	Benjamin Spinney (Owner) O. H. Forbes (Master).	Gloucester, Mass...	do	10...	Shelburne, N.S..	Allowed to proceed on her voyage by the Customs authorities.
Moro Castle	88	McKenzie & Harding (Owners). Ed. Joyce (Master).	do	do	14...	Port Hawkesbury, N.S.	Released on payment of a fine of \$800 and a further sum of \$200 to cover expenses. Seizure discharged.
Wide Awake	10	Wm. Foley (Owner and Master).	Eastport, Me.	do	15...	St. George, N.B.	Released on deposit of \$75, pending final decision.
W. D. Daisley	93	J. E. Gorman (Owner and Master)	Gloucester, Mass...	Oct. 4...	Port Hawkesbury, N.S.	Seized for non-reporting at Customs, inwards, and also outwards, with a cargo, and for smuggling.	Released on deposit of \$400, pending final decision.
Marion Grimes	79	Ed. Morris (Owner). Alex. Landry (Master).	do	do	9...	Shelburne, N.S..	Released on deposit of \$400, which was afterwards refunded, less expenses, and seizure discharged.
Two American sardine boats .....	.....	.....	.....	Nov. 13...	Campo Bello, N.B.	do	Released on deposit of \$20 each.

APPENDIX C.

STATEMENT of Expenditure in connection with Fisheries Protection Service, for the Year ending 31st December, 1886.

SCHOONER "L. HOULETT."

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
Lorway, Capt. O. M....	To pay wages of officers and crew.....	3,539 73	
do	Disbursements	227 93	
DeBlois, W. J.....	On account charter, from 15th May to 15th December, 1886.....	\$2,081 56	
Reynolds & Co., W. B....	Rope, cotton, &c. (chargeable to charter)	18 44	
		2,100 00	
Borbridge, S. & H.....	Belts, holsters, &c.....	33 00	
Scott & Co., Jas.....	Provisions	274 01	
Canadian Express Co....	Express charges.....	19 10	
Oreighton & Marshall....	Stationery, charts, &c.....	23 72	
Meford, James S.....	Marlin spikes, standard, &c.....	7 96	
Cunard & Co., S.....	Coal	15 38	
Meyer, Frederick.....	Vegetables.....	9 84	
Bowser, J.	Carpenter's work	16 90	
McDougall & Cooke.....	Beds	8 40	
Reynolds & Co., W. B....	Hardware, rope, cotton duck, &c	51 38	
Militia Department.....	Rifles, revolvers, ammunition, &c	580 75	
Pickering & Co., W. F....	Clothing	348 75	
Smith, J. Godfrey.....	Medicines	3 60	
McLellan, Geo.....	Meat	33 20	
Flowers & Son, Geo.....	Ensign and pennants	7 80	
Smith, B. A.....	Blankets, sheeting, &c.....	18 90	
Egan, T. J.....	Repairing musket	1 30	
Martin & Co., R.....	Belts	4 36	
Leahy & Co., D. J.....	Meat	125 25	
Macdonald, Macdonald & Co	Provisions, quilts, &c	219 89	
McDonald, Hanrahan & Co	Provisions, &c	30 72	
Ball Bros.....	Meat, vegetables, etc.....	50 06	
Harrington, O. H.....	Flour, butter, &c.....	48 36	
Peppett, J. W.....	Provisions	41 53	
Moore & Co., W. H.....	do	25 03	
Deckoff, John.....	Beef	3 51	
Irwin, Geo.....	Provisions	2 60	
Stapleton & Son, J.....	Vegetables and meat	2 91	
Paint & Sons, Peter.....	Hardware	5 63	
McLean, J. O.....	Beef	15 60	
Rogers, Benj.....	Provisions	27 10	
Connolly, Owen.....	Forks, &c.....	0 75	
Paquet, M. J.....	Beef	2 97	
McIntyre, John.....	Provisions, iron, &c	2 37	
Whitman, A. H.....	Crockery, hardware, &c.....	3 34	
McDonald D. A.....	Wood.....	1 25	
Reeves, T. F.....	Vegetables	2 00	
Cunningham, & Sons H.R.	Hcoke, staples, &c	1 04	
	Carried forward	7,936 81	

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con.*SCHOONER "L. HOULETT"—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	7,936 81	
McKay, Neil.....	Beef	6 94	
Bain, Alexander.....	Clock, brush, &c	8 65	
Paint, jun., Peter.....	Lumber	1 62	
Embree & Sons, H. W....	do	6 65	
McArthur, J.....	Meat	3 08	
McGougan, R.....	Provisions	15 91	
Mathews, Chas.....	Vegetables	4 30	
Oulton, R. T.....	do &c.....	2 25	
Steam water boat "Annie"	Water	5 10	
Scriven & Son, J. J.	Bread.....	1 66	
Parker House.....	Board.....	7 00	
Bennett, Albert.....	Travelling expenses	45 26	
Judge, Peter.....	Water.....	1 60	
Hogan & Sons, Jno.....	Lumber	7 45	
			8,054 06

SCHOONER "ORITIC."

McLaren, Capt. Wm.....	To pay wages of officers and crew	1,799 58
do	On account charter, from 15th June to 30th Oct., 1886	1,170 00
do	Disbursements.....	15 20
Jones & Co., T. R.....	Silk ties	22 80
Manks & Co.....	Caps.....	15 00
Militia Department.....	Rifles, revolvers, &c.....	611 75
Youngclaus, T.....	Shirts and pants	114 00
Dwyer & Co., C.....	Rope, medicines, &c	19 52
Pickering & Co., W. F....	Navy lace, cap, &c.....	12 05
Gordon, D.....	Provisions	55 47
Flowers & Son, Geo.....	Ensign and pennants	5 00
Egan, T. J.....	Repairing musket.....	1 30
Martin & Co, B.....	Belts	7 07
McLeod, A.....	Provisions	19 86
Macdonald & Bros., A. A	do	156 02
Pringle, Jno.....	Clothing.....	53 00
Gordon, H. H.....	Provisions	53 25
Brennan, J. P.....	do	82 44
Weeks, Jno. T.....	Beef, molasses, &c.....	30 34
Meagher, Thos.....	Vegetables	49 70
Dawson, Gordon & Co...	Powder, handcuffs, &c	22 00
McLaren, F.....	Wood	3 25
Jenkins, R.....	Carriage hire.....	2 00
Pope, W. H.....	Provisions	15 45
Hamilton & Sons, G. J....	do	3 20
Intercolonial Express Co	Freight	2 10
do	do	1 24
Gallais, M. L.....	Bread.....	3 75
Hobbs, A. P.....	Beef	0 90
Romeril, Geo.....	Freight and storage	0 60
Myrick & Co., J. H.....	Wood, &c.....	2 02
Keefe, Thos.....	Potatoes	0 90
McLeod, A.....	Provisions	5 04

Carried forward . 4,356 80

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con.*SCHOONER "ORITIO"—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	4,356 80	
Wells, Geo.	Potatoes	1 20	
Harris, A.	Wood	3 50	
Donovan, Thos.	Coal, &c.	3 16	
Steam water boat "Annie"	Water	0 30	
Whitman, A. N.	Meat, &c.	8 23	
Macdonald, Macdonald & Co.	Wood, provisions, &c.	12 49	
Weatherbe, John.	Labor	6 00	
Bourke, T.	Wages	3 60	
			4,395 17

SCHOONER "F. E. CONROD."

Smeltzer, Capt. M.	To pay wages of officers and crew	2,590 31	
do	Disbursements	4 78	
Borbridge, S. & H.	Belts, pouches, &c.	24 00	
McDougall & Cook	Beds	9 60	
Muir & Blackadar	On account charter, from 15th May to 15th Nov., 1886	\$1,785 18	
Theakston & Angwin	Rope (chargeable to charter)	14 82	
		1,800 00	
Pickering & Co., W. F.	Clothing	348 75	
Tully, W. A.	Wood	6 30	
Flowers & Son, Geo.	Ensigns and pennants	11 05	
Creighton & Marshall	Stationery	23 17	
Harrington, W. D.	Provisions	235 94	
McLellan, Geo.	Meat	41 84	
Scriven & Sons, J. J.	Bread	5 20	
Cunard & Co., S.	Coal	6 00	
Reynolds & Co., W. B.	Powder	10 20	
Gordon & Keith	Bureau	5 50	
Militia Department	Revolvers, ammunition and cutlasses	240 25	
Smith, B. A.	Blankets, towels, &c.	40 20	
Jones & Co., T. B.	Silk ties	17 50	
Theakston & Angwin	Hardware, rope, &c.	30 81	
Meyer, Frederick	Vegetables	2 70	
Egan, T. J.	Repairing musket	1 30	
Martin & Co., R.	Belts	4 32	
Robin & Co., Chas.	Provisions, coal oil, &c.	223 32	
Macdonald, Macdonald & Co.	do	105 24	
Thompson & Co., A. O.	Stove and piping	10 53	
Ingraham, J. W.	Provisions	53 90	
McDonald, D. A.	Beef and bricks	2 34	
Nova Scotia Railway	Freight	0 58	
Paint & Sons, Peter	Fish	5 00	
Paquet, Jas.	Meat	9 69	
Steamer "Admiral"	Freight	1 20	
Miller, Robt.	Provisions	3 85	
Leblanc, J. M.	do	7 10	
Hocquard, Francis	do	6 00	
Canadian Express Co.	Express charges	3 60	
	Carried forward	5,992 07	

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con.*SCHOONER "F. OONROD"—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	5,992 07	
Scott, John F.....	Provisions	3 50	
Gillis, James	do	3 50	
Smeltzer, S.....	Vegetables	1 80	
Whitman, O. H.....	Oil.....	1 20	
McAlpine, W. H.....	Wood, &c.....	5 20	
Myra, Thos.....	Beef	2 30	
Herman, Jos.....	Meat, wood, &c.....	7 08	
Hogan & Son, J.....	Lumber	11 37	
Steam tow boat "Hy. Hoover"	Towing	3 00	
			6,030 82

SCHOONER "TERROR."

Quigley, Capt. Thos.....	To pay wages of officers and crew	2,807 47
do	Disbursements.....	53 27
Hood, A.....	Provisions, wood, oil, &c.....	67 23
do	On account charter, from 19th May to 15th Nov. 1886.	\$1,392 03
Beatty, Geo. V.....	Carpenter's work (chargeable to charter) ..	31 11
Adams, Thos. S.....	Hardware	61 86
		1,475 00
Borbridge, S. & H.....	Belts, pouches, &c.....	24 00
Beatty, Geo. V.....	Carpenter's work.....	17 00
Knox, Jas.....	Water	1 25
Donovan, T.....	Provisions	101 58
McLean, John.....	Working schooner to St. John.....	35 00
Thorne & Co., W. H.....	Powder	12 50
McNichol & Son, Jas.....	Cloth suits, &c.....	93 72
Gleeson, O.....	Iron work for guns.....	2 50
Jones & Co., T. R.	Silk ties.....	18 75
Barker, Geo. A.....	Medicine chest.....	35 00
Mills, Alf.....	Marine glass, charts, &c.....	38 45
DeForest, Geo. S.....	Groceries	123 93
Macaulay Bros & Co....	Blankets, mattresses, &c.....	172 02
Militia Department.....	Revolvers, ammunition, &c.....	240 25
Adams, Thos. S.....	Hardware, &c.....	136 53
Brown, David.....	Rifle slings.....	7 80
Younglaus, T.....	Shirts and pants	114 09
Manks & Co.....	Caps.....	18 90
Canadian Express Co....	Freight.....	3 60
Intercolonial Railway Wharf.....	Wharfage.....	7 50
Bower, John.....	Provisions, &c.....	77 56
Scott & Co., Jas.....	do	93 62
Freeman, J. N.....	do	70 19
McGill Bros.....	do	10 66
Hogg, John K.....	Freight	1 25
McGill, Jas. P.....	Iron work.....	2 25
Harris, Robert.....	Beef	17 13
Kelly, W. T.....	Coffee	8 00
Wentzel, W. B.....	Provisions	46 12
Mulhall, D. O.....	Coal.....	2 40
	Carried forward	5,935 43

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con.*SCHOONER "TERROR"—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	5,935 43	
Smith, Jas	Provisions	5 80	
Winters, Jos	do meat, &c	74 71	
Mulhall, E. R.	do and coal	15 05	
Purney, John	do	16 13	
McGill, Jos	Wood	1 25	
Wentzel, Wm	Beef	6 40	
Bennett, Albert	Provisions	6 78	
Intercolonial Railway	Freight	2 74	
Steam tug "Captain"	Towing	4 00	
Grant & Co., Geo. S	Provisions	27 68	
Oreighton & Marshall	Charts	3 85	
Steam tow boat "Hy. Hoover"	Towing	4 00	
Hudson, Philip	Beef	2 08	
Patch, F. O. L	Coal	3 20	
Annis, Samuel	Wood	1 50	
			6,110 56

SCHOONER "GENERAL MIDDLETON."

McLean, Capt. Jas	To pay wages of officers and crew	3,318 46
do	Disbursements	9 39
Sinclair, John	On account charter, from 11th May to 31st Dec., 1886	\$1,297 02
Stackhouse, J. O	Bolts (chargeable to charter)	2 98
		2,300 00
Woodworth, H	Caulking	42 50
Beattley, George	Carpenter's work	17 00
Knox, Jas	Water	22 40
Thorne & Co., W. H	Hardware, powder, guns, &c	160 66
Militia Department	Rifles, ammunition, &c	590 75
Baskin Bros	Provisions	383 62
Str. "Xanthus" and owners	Towing schooner to harbor	12 00
Barker, Geo. A	Medicines, &c	14 29
Macaulay Bros. & Co	Blankets	90 80
Mills, Alf	Marine glass, &c	18 90
Bradley Bros	Blocks for guns	6 60
McNichol & Son, Jas	Blue cloth suits	120 37
Jones & Co., T. B.	Silk ties	18 75
Stackhouse, J. O	Bolts, altering and fitting guns, &c	35 10
Brown, David	Rifle slings, cartridge and waist belts	17 90
Youngclaus, T	Shirts and pants	114 00
Manks & Co	Caps	18 90
Harding & Hatheway	Provisions	61 04
Adams, Thos. S	Hemp and flannel	3 74
Toomey, H	Meat	32 95
Smith & Co., A. O	Provisions	216 49
Lewis & Son, Wm	Hardware	2 50
Redmond, Thos	Wood	1 25
Quinn, John	Repairing, &c	2 68
Batson & Co, Geo. R. ...	Wood	4 25
Pratt, H. J	Powder magazine	6 00
	Carried forward	7,573 29

STATEMENT of Expenditure in connection with Fish Protection Service—*Con.*SCHOONER "GENERAL MIDDLETON"—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	7,573 29	
Nickerson, Simeon.....	Pilotage	7 00	
Parker, Eakins & Co.....	Provisions	5 90	
Ross & Co., R.....	do &c	3 90	
Gaskill, E.....	do	0 62	
Ewing, Wm.....	Beef	2 24	
Billings, Samuel.....	Meat	3 24	
O'Neill, H.....	Provisions	12 30	
Colter, John	Repairing	3 00	
Stickney, Geo. F.....	Nails	0 67	
			7,612 16

SCHOONER "LIZZIE LINDSAY."

Pouliot, Capt. L.....	To pay wages of officers and crew	1,958 88
do	Telegrams, &c.....	0 80
Militia Department.....	Outlasses.....	33 75
Brown, David.....	Rifle slings, waist belts, &c	27 75
Silver, W. & Co.....	Silk ties.....	17 75
Borbridge, S. & H.....	Belts, holsters, &c.....	24 00
Marine Department.....	Marine glass.....	15 33
Manks & Co.....	Caps	23 90
Youngclaus, T.....	Pants and frocks	98 00
Flowers & Son, Geo.....	Ensign and pennants.....	7 80
Martin & Co., R.....	Scabbards, frogs and belts.....	37 05
O'Brien, W. J.....	Express charges.....	6 90
Hemming, F. A.....	Board and lodging.....	4 50
Lee, Wm.....	Uniforms for officers	96 00
Robin & Co., Chas.....	Meat, hardware, lumber, &c.....	115 06
Collas, J. & E.....	Provisions, hardware, &c.....	218 66
Morin, Isidore.....	do rope, leather, &c.....	538 52
Lindsay, Robt.....	On account charter	1,250 00
Larivée, P.....	Travelling expenses, Gaspé to Quebec and return.....	25 26
Belanger, Jos.....	do	25 26
LeBoutillier, J.....	Cork and pans.....	2 08
Eden & Son, Jos.....	Powder, &c.....	17 73
Veit, H. & S.....	Glass, &c.....	1 60
Eden, Jos.....	Discharging and shipping crew.....	15 40
Dawson & Co.....	Admiralty charts	9 35
Clements, John.....	Provisions	8 38
Pellow, Chas.....	Bread	1 50
LeGollais, Frs.....	Provisions	1 85
Steamer "Admiral".....	Freight	18 22
Loisel, P. D.....	Provisions	22 58
Neil, H. S.....	Locks, &c.....	2 30
Beattie, Wm.....	Hardware	1 50
LeMessurier, A.....	Tinware, &c.....	1 40
Annett & Co., J. J.....	Postage, &c.....	1 50
Beatty, Jas.....	Hardware, &c.....	9 60
Bourdage, Louis.....	Provisions	229 01
Quebec Steamship Co.....	Freight	0 25
Dugal, Capt. J.....	Ship bell	3 00
Foley, Wm.....	Spars	1 50
Boulé, Jas.....	Laundry	3 90
	Carried forward	4,872 82

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con.*SCHOONER "LIZZIE LINDSAY"—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	4,872 82	
Levesque, J. E.	Provisions	42 94	
Holloway & Son, Thos.	Gun rammer	5 00	
Laurillard, H. G.	Cap badges	3 00	
Neal, C.	Cartage, &c.	8 00	
Offen, T. W.	Trucks	1 50	
Renfrew & Co., G. R.	Caps and covers	7 50	
Vohl, L. P.	Telescope	18 00	
Dery, J. P.	Stationery	3 50	
			4,962 26

STEAMER "LANSDOWNE."

Dakin, Capt. O. T.	To pay wages of officers and crew	5,591 98
do	Disbursements	58 68
Tufts, S.	Provisions	286 64
Godsac & Co., W. O.	do	607 10
Donovan, T.	do	56 20
Jardine & Co.	do	118 33
Thorne & Co., W. H.	Hardware, powder, oil, &c.	215 73
Borbridge, S. & H.	Revolver, belts, &c.	32 00
Ungar, S. & M.	Laundry	18 53
Cumberland Railway & Coal Co.	Coal	493 64
Lewis & Son, Wm.	Hardware	18 74
Blizard, S. G.	Lumber	8 90
Corporation of St John. Intercolonial Railway Wharf	Wharfage	10 00
do	do	57 50
Estey, Allwood & Co.	Oil, lead, &c.	158 67
Knox, Jas.	Water	73 00
Barker, Geo. A.	Oil, brushes, &c.	87 75
Starr Manufacturing Co.	Polishing outlasses	13 00
Martin & Co., R.	Scabbards, belts, &c.	177 10
Cameron, J. R.	Oil	22 03
Black, Wm.	Ship stores, brushes, &c.	69 79
Robertson & Co., Geo.	Provisions	265 62
Sinclair, Estate of Geo. T.	Swords, scabbards, &c.	70 00
Puddington & Merritt.	Provisions	47 33
Canadian Express Co.	Express charges on rifles	11 85
Allan, Harris	Flanges, sockets, &c.	161 97
Barker & Sons, T. B.	White lead, paint, &c.	32 93
McLachlan & Sons, D.	Repairing boiler	1 87
Revenor, G.	Tinsmith's work	80 04
Mills, Alf.	Log books, charts, &c.	4 20
Joggins Coal Mining Co.	Coal	468 50
Youngclaus, T.	Shirts, pants, &c.	111 50
Oreighton & Marshall.	1 chart	3 60
McEvoy, P. J.	Provisions	502 38
Meagher & Doherty.	do	181 07
Theakston & Angwin.	Sweat cloths	2 70
Macdonal & Co.	Patent plumbago packing	12 23
Munro, John.	Provisions	279 58
Egan, T. J.	Repairing muskets	2 60
	Carried forward	10,415 21

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con.*STEAMER "LANSDOWNE"—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	10,415 21	
Acadia Coal Co.....	Coal.....	254 88	
Scott, John F.....	Provisions.....	105 01	
LeBoutillier Bros.....	do coal oil, &c.....	60 28	
The Halifax Co.....	Coal.....	258 75	
Harding & Hatheway....	Provisions.....	70 81	
Rubens, Hy.....	Iron and repairs.....	8 41	
Weeks, Jno. T.....	Provisions, kerosene, &c.....	90 94	
Brennan, Jno. P.....	do.....	84 20	
Fraser & Son, J. D. B....	Oil.....	34 88	
Noonan & Davies.....	do.....	50 63	
McAvity & Sons.....	Magnets.....	15 00	
Adams, Thos. S.....	Bunting, &c.....	16 96	
Stackhouse, J. O.....	Fitting and repairing gun carriage.....	71 25	
Vaughan & Bros.....	Rope, blocks, &c.....	85 63	
McAvinn & Knockham....	Rifle slings, waist belts, &c.....	19 50	
Lewis & Son, Wm.....	Hardware, &c.....	28 68	
Everitt, Arthur.....	Flannel, &c.....	6 63	
Bolman & Bengay.....	Sails and blocks.....	5 58	
MacDermott, D.....	Coal.....	64 00	
Hickey, M.....	Caulking vessel.....	2 00	
Tasker, S.....	do.....	4 00	
Hood, A.....	Lumber, &c.....	4 43	
Bower, John.....	Butter.....	4 25	
O'Neill, H.....	Provisions.....	36 39	
Woodley, John.....	Boat, row-locks, &c.....	76 50	
Ross & Son, R.....	Lumber, oakum, &c.....	16 11	
Gridley, jun., W. H.....	Hardware.....	5 90	
Buckley, Jas.....	Spars.....	4 50	
Brown, M.....	Laundry.....	17 76	
Hendrickson, H.....	Pilotage.....	27 95	
Ferguson, John.....	Coal.....	20 25	
Munro, Wm.....	Pilotage.....	13 00	
Johnson, John.....	Coaling.....	12 00	
Matheson, Daniel.....	Trimming coal.....	24 00	
McArthur, D.....	Water.....	10 00	
Walker, H.....	Provisions.....	3 28	
McMillan, J. & A.....	Pay lists.....	3 50	
Macaulay Bros. & Co.....	Cotton and bunting.....	5 98	
Pope, W. H.....	Tallow.....	2 00	
Macdonald, Macdonald & Co.....	Milk.....	6 00	
Davies & Sons, W. H....	Trucks, packing, &c.....	7 50	
Hill, J. B.....	Provisions.....	5 95	
Walker, Wm. H.....	do.....	4 40	
Hartlen, Geo.....	Damage to mackerel net.....	8 00	
			12,019 86

STEAMER "ACADIA."

Field & Young.....	Cost of vessel.....	40,000 00
do.....	Coal, spare gear, provisions, &c.....	889 42
Bank of Montreal.....	In payment of draft on account disbursements in connection with steamer.....	1,000 00
do.....	Premium on drafts.....	14 25
	Carried forward.....	41,903 67

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con.*STEAMER "ACADIA"—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.	41,903 67	
Scott, Capt. P. A.	To pay wages of officers and crew	2,849 87	
do	Disbursements	11 86	
Militia Department.....	Revolvers	202 50	
Borbridge, S. & H.	Revolver belts, pouches, &c.....	24 00	
Oreighton & Marshall ...	Charts, &c.....	46 64	
Townsend, Silas	Rope, chain, &c	320 17	
Christie, J. K.....	Blacksmith's work, &c.....	49 18	
Barry & Evans.....	Repairs to boiler, &c.....	960 85	
O'Brien, M.....	Caulking decks, &c.....	145 87	
Jennett, J. R.	Glassware and crockery	48 37	
Canadian Express Co....	Express charges to Halifax	2 30	
Harrington, W. D.	Provisions, &c.....	158 56	
Gordon & Keith	Carpets, blankets, &c.....	284 76	
Scott & Co., Jas.	Provisions	240 36	
Grant & Co., Geo. S....	do	394 10	
Theakston & Angwin....	Hardware, oil, &c	281 68	
Ounard & Co., S.	Coal and oil.....	329 89	
Eagar, M. T.	Medicines.....	38 37	
Pope, W. H.	Meat, vegetables, &c.	240 58	
Munro, John	Groceries, &c.....	178 01	
Inter. Coal Mining Co....	Coal	208 00	
Peppett, J. W.	Meat, provisions, &c.	68 47	
Scott, J. F.	Meat and vegetables	61 74	
Archibald & Co.	Coal	253 75	
Pickering & Co., J. F....	Uniforms	91 00	
National Manuf'g Co....	Flag.....	14 00	
Downey, Maurice	Painting, varnishing, &c.....	28 00	
Black Bros. & Co.	Anchor.....	38 76	
Glendinning, J. R.	Ice	20 00	
O'Brien, John	Pilotage and travelling expenses from New York to Halifax and return.....	56 00	
McElhinney, M. P.	Ship stores.....	72 67	
Fitzpatrick, Jas.	Services as Engineer from New York to Halifax, board and passage returning.....	88 50	
Rodman, Geo.	Services as Oiler do do	47 00	
Anderson, Billing & Co.	Silk ties	15 00	
Flowers & Son, Geo.....	Sails, hammocks, &c.....	31 36	
Manks & Co.....	Caps	17 63	
Symonds & Co.....	Bricks, clay, &c.....	23 50	
Laurillard, H. G.	Cap badges	3 00	
Holloway & Son, Thos...	Blocks, hooks, &c	2 70	
Boyd & Co., Geo. W....	Laundry	14 25	
Martin & Co., R.....	Scabbards, belts, &c.....	43 10	
Butler, J. E.	Lumber.....	19 01	
Vaughn, Wallace.....	Meat	4 48	
Leo, Egmont	Labor	1 20	
Neal, Chas	Cartage, wood, &c	8 45	
Ead, Thos.....	Trimming coal, &c	18 75	
Powell, H. H.	Pilotage	10 00	
Grey, Jas	Provisions, &c.....	27 24	
Smith, J. & H.....	Water	2 20	
Davies & Son, W. H....	Hardware, castings, &c.....	27 87	
Garvin, Alex. A.....	Spars	8 25	
Dawson, Gordon & Co ...	Water waste	10 50	
Garson, J. & A.	Lumber	5 39	
McKenzie, Peter A.....	Trimming coal	26 13	
	Carried forward.....	50,077 56	

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con.*STEAMER "ACADIA"—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	50,077 56	
McArthur, Donald	Water	20 00	
English, J. G.	Coal	52 25	
Myers, Wm.	Ring for compass.....	1 50	
Smith, A. O.	Passages to Halifax, 3 seamen.....	12 00	
Steam water boat "Annie"	Water	7 50	
Marine blacksmith shop.	Iron work.....	9 23	
Albrow, Jas.	Labor	5 00	
Ross, Alex.	do	2 00	
Scriven & Son, J. J.	Bread.....	13 72	
Dowd, T.	Seaman's wages	4 20	
Lovell, T.	do	4 80	
O'Brien, Maria.	Washing	11 10	
Bennett, Edward.....	Cork fenders	10 00	
Tug "Merrimac"	Towing	3 33	
Armstrong, M.	Legal expenses.....	10 80	
Allen & Co., T. O.	Pilotage	2 50	
Musgrave, E.	Iron work.....	8 50	
Hogan & Sons, J.	Lumber	11 49	
McLellan, Geo.	Meat.....	8 22	
Mooney, D. M.	Labor	50 00	
McDonald, Ferguson	do	38 75	
Christopher, A.	Seaman's wages	2 40	
Christopher, J.	do	2 40	
McNeil, Lauchlin	do	3 33	
Macdonald & Co.	Brass work, plumbing, &c.....	266 47	
Smith & Co., Geo. E.	Hardware	201 75	
Jennett, J. B.	do	22 23	
McFtridge, Wm.	Hemp hawser.....	10 00	
			50,873 03

STEAMER "LA CANADIENNE."

Gregory, J. U.	To pay wages of officers and crew.....	10,346 47
do	do outfit and repairs.....	289 12
do	Advance on account repairs.....	522 73
Beaudet & Chinic.	Hardware, powder, &c.....	728 16
Derouin, F.	Blocks	45 00
Hamel et Frères, J.	Oil cloth, blankets, &c.....	131 41
Wakeham, Wm.	Salary, from July, 1885 to December, 1886	1,800 00
do	Disbursements	209 03
Chanteloup, E.	Buttons for uniforms.....	32 00
Olint, J. H.	Lumber	111 44
Holiwell, U. E.	Stationery	11 60
O'Neill & Judd.....	Towels	6 00
Parent, T.	Boat bailers	3 25
Blakiston, R.	Sails, weatherguards, &c.....	489 20
Simard, O.	Tinware, &c.....	126 10
Davis, Jno.	Provisions	1,039 07
Morin, Isidore.....	Bread	393 83
Eden & Sons, Jos.	Beef, &c.....	162 36
Matte, T.	Oiled clothing.....	72 00
Marois, Ls.	Vegetables	511 02
Turcotte, A. J.	Provisions, oil, &c.....	1,875 58
	Carried forward.....	18,902 37

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con.*STEAMER "LA CANADIENNE"—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	18,902 37	
Renfrew & Co., G. R.	Caps.....	46 30	
Rouillard, P.	Washing, scrubbing, &c.....	98 00	
Many, E.	Uniform and board	60 00	
Belanger, J. B.	Uniform	20 00	
Belanger, S.	do	25 00	
Dickey, M.	Beef, milk, &c.....	122 45	
Vesina, C.	Labor	10 00	
Vesina, G.	do	5 20	
Cloutier, X.	do	6 00	
Cloutier, P.	do	4 40	
Dufour, U.	do	5 20	
Bank of Montreal.	Moorage at wharf.....	100 00	
Marmen, Jas.	Cartage	39 30	
Phillips, Geo. T.	Steam fitting, &c.....	378 61	
Gunn, Francis.	Ship stores, canvas, &c.....	680 30	
Black, Hy.	Extension plates, castings, &c.....	35 88	
Langlois, Damase.	Milk	54 60	
Turcot, Narcisse.	Rockets	15 50	
Lafamme, Frs.	Bread.....	163 56	
Charrier, Auguste.	Watchman	60 00	
Richardson, O. L.	Leather and lantern.....	22 85	
Renaud & Co., J. B.	Fish and flour.....	83 10	
Quebec Steamship Co.	Freight.....	21 64	
Descroiselles, Frs.	Watchman	14 40	
Bisset Bros.	Repairs, &c.....	110 69	
Webster & Co., G. M.	Coal	125 00	
Quebec Harbor Commis- sioners	Wintering steamer.....	42 93	
Plamondon et Frères, P.	Fish	94 18	
Dunn, M.	Soap and potash.....	107 95	
Joseph, J., jun.	Paint brushes.....	13 20	
Leonard, B.	Painting	187 37	
Borbridge, A. & H.	Revolver belts, holsters, &c.....	32 00	
Canadian Express Co.	Freight on rifles	7 65	
Militia Department.	Rifles, ammunition, &c.....	578 00	
Shea & Bro., Jas.	Meat, butter, &c.....	418 20	
Drolet, F. X.	Pump.....	250 00	
Guerard, L.	Bedding	100 75	
Vallerand, A. E.	Hardware, &c.....	109 90	
Delaney, Thos.	Meat	451 55	
Odé, J. Bte.	Bacon, lard, &c.....	186 47	
Begin, F.	Cream.....	6 60	
Fitzhenry, M.	Making towels and washing.....	6 00	
Smith, Jas.	Meat	54 20	
Lee, Wm.	Clothing	390 00	
Noonan & Davies.	Freight on coal.....	16 80	
Dawson & Co.	Log books, &c.....	22 50	
Dutil, J. B.	Uars	50 00	
Intercolonial Coal and Mining Co.	Coal.....	308 00	
McCallum, Archibald.	Storage of chronometer and code of signals.....	12 00	
Hethrington, T.	Biscuits	44 83	
Annett, G. T.	Freight on coal.....	154 50	
Giroux et Frère, E.	Medicines, &c.....	83 49	
Gunn, Frs.	Coal	216 00	
Audet & Robitaille.	Flags, sheaves, &c.....	64 30	
	Carried forward	25,217 75	

STATEMENT of Expenditure in connection with Fish. Protection Service—*Con*STEAMER "LA CANADIENNE"—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	25,217 75	
Veit, H. & S	Hardware, &c	52 50	
LeBoutillier & Co., John	Eggs, butter, &c	69 40	
Collas, J. & E	Hardware	242 01	
Queen's Wharf	Use of wharf and stores	100 00	
Renfrew & Co., G. R.	Caps and covers	43 00	
Coffin, M.	Washing and mending	118 39	
Baker, M.	Provisions	91 95	
Robin & Co., O.	Iron work	2 50	
Annett, Jno	Postages and telegrams	13 80	
Sinnette, M. A.	Washing and mending	4 50	
Carter, A. T.	Freight	3 40	
Bechervaise, B.	Washing	49 57	
LeMessurier, A.	Tinsmith	6 40	
Davidson D.	Mast head, binnacle compass	59 73	
Dobbin, J. F.	Repairing clocks	7 50	
Shaw & Co., S. J.	Hardware	4 20	
Baile, Jno	Moorage	9 00	
	Total		25,091 20

GENERAL ACCOUNT.

Capt. Scott, P. A.	Disbursements and travelling expenses	434 66	
Wright, W. G.	Blue serge for uniforms	210 00	
Guildford, R. A.	Travelling expenses inspecting vessels	70 50	
G. N. W. Telegraph Co.	Telegrams from May to December, 1886	500 83	
McElhinney Capt. M. P.	Disbursements	175 94	
National Manufact'g Co.	Flags, signals, &c	353 67	
Winchester Repeating Arms Co.	Carbines and cartridge	800 25	
Militia Department	Rifles, friction tubes, &c	595 90	
W. U. Telegraph Co.	Telegrams from June to October, 1886	33 53	
Tilton, Jos. A.	Clerk to Capt. P. A. Scott, stamps, &c	190 81	
Intercolonial Express Co.	Express charges	14 40	
American do ...	do	29 25	
Intercolonial Railway ...	Railway fare, freight and cartage	17 70	
Taylor, John	Sword belt	10 00	
Sawyer, M.	Wages, discharged sick	18 00	
Gore, O. M.	Guarding boats and seines seized by "General Middleton"	89 00	
	Printing, advertising, stationery and sundry other disbursements	619 02	
	Total		3,362 96

STATEMENT of Expenditure in connection with Fish. Protection Service—Con

Recapitulation.	Amount.	Total.
	\$ cts.	\$ cts.
Schooner "L. Houlett"	8,054 06	
do "Oritic"	4,395 27	
do "F. E. Conrod"	6,030 82	
do "Terror"	6,110 56	
do "General Middleton"	7,612 18	
do "Lizzie Lindsey"	4,962 26	
Steamer "Lansdowne"	12,019 86	
do "Acadia," including purchase	50,873 03	
do "La Canadienne"	26,091 20	
General Account	3,962 96	
		130,112 18

APPENDIX D.

REPORT OF CAPTAIN P. A. SCOTT, R.N., IN COMMAND OF THE FISHERIES PROTECTION SERVICE, FOR THE YEAR 1886.

The Honorable GEORGE E. FOSTER,
Minister of Marine and Fisheries.

SIR,—The accompanying report of the proceedings of the Government Steamers "Lansdowne" and "Acadia," under my command, together with the logs of these steamers, while employed protecting the Fisheries during the past season, will, I trust, in some measure convey to you the nature of the duty these vessels were called upon to perform.

In the early spring very little fishing was done by the United States' vessels upon our coast, but we found a large fleet at anchor on our borders wishing to buy bait for the prosecution of the bank fishery. Large numbers might be seen off Eastport, Maine, and also off St. Andrews, N.B., trying to purchase bait from our fishermen, and although the general cry was "we want nothing of Canada," they sought every opportunity of evading the Convention of 1818.

Their practice has been, for years, to engage numbers of our fishermen to sail under the United States flag and fish upon shares, and to take them on board by calling for them at our ports on their way to the fishing grounds. This practice was not allowed during the past season, and they had to go to Gloucester or other ports for the purpose of joining their vessels.

The masters of the United States fishing vessels, when boarded, handed to the boarding officer their licenses to "touch and trade," which, they were informed when leaving United States ports, would enable them to trade in Canadian waters. They feigned great surprise when they discovered that this stratagem would not work. They were accordingly treated as fishermen, and only permitted to enter our ports for one or other of the purposes specified in the Convention.

It was my duty to impress upon all the commanders of the cruisers, that in the performance of their duty they should act with the greatest courtesy, and I am not aware that these instructions were disregarded in any one instance. The officers in charge of our cruisers were called upon to act in a new capacity, and I therefore think that some allowance should be made for any shortcomings that may have occurred, seeing that one and all were most anxious in the performance of the very delicate duty with which they were entrusted.

It was frequently reported, during the season, that United States fishing vessels were fishing within the three-mile limit, and in the immediate vicinity of our cruisers. While I have little doubt that fishing was so carried on by these vessels, whenever the opportunity offered, I am convinced, from investigation, that it only took place when the cruisers were out of sight.

It has been stated that the Canadian authorities refused to permit the United States' fishermen to buy sufficient provisions to carry them home. I am not aware that any were refused this privilege, but I do know that the Collector of Customs at Sydney, C.B., did grant permission, and I also gave leave, whenever requested, to others to buy what they required, with the understanding that they were to return home immediately.

Our fishing vessels resemble those of the United States so closely that even persons who are familiar with the latter find a difficulty in deciding the nationality when no colors are shown. The Canadian fishermen could save much trouble and annoyance if they would show their colors when approached by a cruiser.

In the years 1870 and 1871 the United States Government sent ships of war to look after their interests, and I am happy to say that this practice was very beneficial, as their presence alone was sufficient to ensure order by United States fishermen. During the past season three United States ships of war were in the Gulf of St. Lawrence, but for a short period only, and when boarding their own vessels instructed them to obey the laws of Canada.

With respect to the cruisers employed during the past season, I have to state that in most instances they were inferior to the United States fishing vessels, both in point of size and sailing qualities; this I trust may be remedied the coming season.

When the mackerel season begins in the Gulf of St. Lawrence (usually early in June), the horizon is generally crowded with United States fishing vessels, which bring two seine boats with them for the prosecution of their business. A man at the masthead scans the horizon, and on observing a school, the seine boats are manned, and the huge purse seines are let down, so as to enclose the fish. Not one escapes. The catch at times is enormous and highly destructive, and I fear will affect in the future the value of our mackerel fisheries most seriously. It will thus be seen how exhausting this mode of fishing must be when compared with the old method of hook and line.

I have the honor to be, Sir,

Your obedient servant,

P. A. SCOTT.

EXTRACT FROM THE LOG OF THE GOVERNMENT STEAMERS
"LANSDOWNE" AND "ACADIA."

Early in March I proceeded to St. John, N.B., to fit out the Government steamer "Lansdowne" for that service. No time was lost in equipping the ship generally as a cruiser.

On 20th March we proceeded to sea and ran for Grand Manan anchoring inside Gannet Rock where we procured one brass gun, and at 5 p.m. anchored in Seal Cove for the night. The weather being stormy we remained there until the 22nd.

In the afternoon of that day we ran into Flagg's Cove, but finding no fishermen proceeded to St. John. Bad weather continuing, we remained in port for the night.

Weather still continuing stormy remained until the 25th at daylight, when we proceeded to Grand Passage, Briar Island, and after communicating with the Collector at that port proceeded to Yarmouth.

After a short stay continued our voyage to Shag Harbor where we remained for the night, sending the boat away for information.

26th March.—We weighed at daylight and proceeded to Pubnico. Sent boat away to board an American fisherman, and ordered her to sea. At 1 p.m. we steamed up to Argyle, and after boarding an American fishermen we ran for Shag Harbor for the night.

27th March.—At daylight proceeded to sea, rounded Cape Sable and anchored in Barrington Passage. Finding no fishermen here we proceeded to Shelburne and anchored inside Sand Point. Found one American fisherman in for shelter.

29th March.—At daylight weighed and proceeded to sea. Ran into Barrington Bay and finding no fishermen there, rounded Cape Sable and anchored in Pubnico Harbor, finding four American fishermen there, ordered them to proceed to sea, but the weather becoming bad they were allowed to remain.

30th March to 1st April.—Strong winds and thick fogs; remained at anchor waiting for weather to clear.

2nd April.—Weather clearing, proceeded to St. John. Captain Scott going to Halifax (by rail) on duty.

The "Lansdowne" was employed until the 15th April, by the Marine Department, attending to buoy service.

15th April.—At 3 p.m. cast off and proceeded to sea, anchoring in Beaver Harbor for the night. Boat away boarding fishermen.

16th April.—At 8 a.m. proceeded to sea and passed through Bliss' Harbor, L'Etang, looking for fishermen. At noon, anchored off Machias Seal Island and landed some supplies for the Lighthouse. Looked into Seal Cove, Grand Manan, in the afternoon. Finding no fishermen here, proceeded to Flagg's Cove, by the western passage, anchoring under Big Duck Island for the night.

17th April.—Landed a fog-whistle here, and at 3 p.m. weighed and proceeded to sea, returning to an anchor in Flagg's Cove for the night.

18th April.—At daylight weighed and proceeded to Beaver Harbor, boarding several vessels.

19th April.—At dawn weighed and proceeded to sea and anchored in Yarmouth Harbor in the afternoon, remaining there until the 21st.

22nd April.—Proceeded to sea, running through the Schooner Passage. Anchored at Pubnico. Finding no Americans in port, proceeded to Shelburne to inspect the schooner "Terror," about to be employed as a cruiser.

23rd April.—In the forenoon weighed and proceeded to Shag Harbor, remaining there for the night.

24th April.—At daylight weighed and passed through the Schooner Passage, anchoring in Yarmouth Roads.

26th April.—At noon proceeded to sea, passing through Petit Passage and anchored in Flagg's Cove, Grand Manan, for the night.

27th April.—At daybreak proceeded to sea and anchored in Beaver Harbor. Sent the boats away boarding.

28th April.—At 5 a.m. weighed and proceeded to sea, anchoring in Welch Pool. Campo Bello, at 7 a.m. Held a conference with the Collector of Customs and the principal merchants of that place. Weighed at 4.30 p.m. and proceeded to St. Andrew's, anchoring under Navy Island. Sent the boats away boarding American fishermen and ordering them off the coast.

29th April.—Shifted our anchorage to the south channel off St. Andrew's.

30th April.—At daylight weighed and ran through La Tête Passage and at 8 a.m. returned to the anchorage off St. Andrew's. At 1.30 p.m. weighed and proceeded to Deer Island to confer with the Collector of Customs of West Isles, and returned at 6 p.m. to St. Andrew's.

1st May.—At 9 a.m. weighed and proceeded to St. John, passing through La Tête Passage, and at noon made fast to the railway wharf, when a gang of men were employed caulking the upper deck.

6th May.—At 8 p.m. got the steam up and proceeded to sea, and anchored off Digby at midnight. Sent boats away looking for an American schooner which had been reported as buying bait; not finding her that night they returned.

7th May.—At 4.30 a.m. a schooner being seen in the distance the cutter was sent to board her. She proved to be the "D. J. Adams," of Gloucester, U. S. As the master evaded all questions put to him by the boarding officer, it was not until 10 a.m. that it was discovered that the charge could be proved against him. He was then ordered to anchor near the "Lansdowne." At 4 p.m. the undersigned boarded the "D. J. Adams" and notified the captain that his vessel was seized for violating the Dominion fishery laws, and a guard was then placed on board her.

8th May.—Fearing that the seized schooner would be unsafe in Digby, we took her in tow at 6 a.m. and proceeded to St. John, making fast to the railway wharf at 10.30 that forenoon.

9th May.—Having received from Ottawa orders to return to Digby with the schooner, we left at 11 a.m. for that port, anchoring off the Racquette at 4 p.m.

10th May.—As the Collector of Customs at Digby had been ordered to receive the "D. J. Adams" in his charge, she was handed over to him at 5 p.m.

12th May.—Captain Scott proceeded to Halifax on duty.

14th May.—At 4 p.m. Captain Scott returned.

15th May.—At 4 a.m. proceeded to sea, examining the coast both to the northward and southward of the Gut. Boarded several vessels and then ran for St. John, N. B., and lashed to the wharf at 1.30 p.m.

16th May.—The captain inspected the ship throughout, also the crew at divisions.

17th May.—At 11 a.m. proceeded to sea, cruising along the shore. At 5 p.m. anchored in Yarmouth Roads.

18th May.—Sent a boat to examine some schooners. At 5.30 a.m. weighed and

proceeded to sea, passing through the Schooner Passage, and anchored in Pubnico. Ordered two American fishermen to sea. At 10.30 weighed and proceeded to Shelburne.

19th May.—Sent a party to take charge of the "Terror," as a cruiser.

20th May.—At daylight took the "Terror" in tow and proceeded on our way to St. John. At 7.30 p.m. anchored in St. Mary's Bay for the night.

21st May.—The weather being foggy we remained at anchor until 9.45 a.m., when we proceeded through Petit Passage and moored to the Government wharf in St. John at 5 p.m.

22nd to 25th May.—The "Lansdowne" was employed in buoy service.

26th May.—At 10.30 a.m. weighed and proceeded to sea, cruising along shore, and anchored in Beaver Harbour at 3.30 p.m.

27th May.—At 6.30 a.m. weighed and proceeded to Flagg's Cove.

28th May.—Thick fog and rainy weather.

29th May.—Weather continuing thick, weighed and proceeded to St. John and anchored off Sand Point.

30th May.—Captain Dakin inspected ship and ship's crew at Divisions.

31st May.—Foggy and rainy weather. At 6 a.m. weighed and proceeded to Digby, anchoring there at noon.

1st June.—At daylight weighed and proceeded to sea. Boarded several schooners. At 10 a.m. anchored off Westport. At 10.15 weighed and proceeded to Yarmouth and anchored in Yarmouth Roads that afternoon.

2nd June.—At 5 a.m. weighed and proceeded through Schooner Passage and anchored in Pubnico. Boat away boarding schooners.

3rd June.—Foggy and rainy.

4th June.—At 9 a.m. weighed and proceeded to Yarmouth. At 3 p.m. we weighed and proceeded through the Grand Passage and ran for Le Preaux anchoring there in 20 fathoms.

5th June.—At daylight picked up the Automatic Buoy and proceeded to St. John.

6th to 27th June.—The "Lansdowne" was engaged in buoy service.

28th June.—At 4 p.m. weighed and proceeded to Flagg's Cove and anchored there for the night.

29th June.—At 8.30 a.m. weighed and proceeded to Pubnico, anchoring there for the night.

30th June.—At daylight weighed and stood to the southward. At 6.20 rounded Cape Sable. At 6 p.m. passed Sambro Light. At midnight passed Beaver Harbour Light.

1st July.—At 4 a.m. passed Country Harbour Light. At 8.30 rounded Cape Canso. At noon anchored in Habitant Bay.

2nd July.—At 4 a.m. weighed and proceeded to the northward. At noon rounded East Point, P.E.I. At 7 p.m. anchored in 14 fathoms.

3rd July.—At 7 a.m. weighed and proceeded to cruise. Boarded a few vessels, and at noon sighted a fleet of ten sails outside the limits. At 8 p.m. anchored off Malpeque for the night.

4th July.—Rainy weather. Still anchored off Malpeque.

5th July.—At 5 a.m. weighed and stood to the eastward; observed several sails off shore. At 11 spoke the Government cruiser "Critic." At 8 p.m. anchored off Grand Rustico in 11 fathoms.

6th July.—At 5.30 a.m. weighed and stood into 8 fathoms of water. Sent the boat into the harbour to board vessels. When boat returned we anchored off Richmond. Blowing hard from the south-west.

7th July.—At daylight sent a boat to board schooners in Richmond Harbour. Found the Government cruisers "Critic" and "Houlett" in port. At 7.40 p.m. anchored off Grand Rustico, in 14 fathoms, for the night.

8th July.—Light southerly winds with fog. At 5 a.m. weighed and proceeded to Souris. At noon rounded East Point. At 2 p.m. anchored off Souris. Captain

Scott returned on Board. At 5 p.m. weighed and rounded East Point, standing to the westward. At 8 p.m. took the cruiser "Conrad" in tow, and at 10 cast off and anchored for the night.

9th July.—At daylight weighed and proceeded to sea. At 5 a.m. spoke to cruiser "Houlett," the captain coming on board. At 5:30 parted company. At noon spoke to cruiser "Critic." Captain came on board. At 12:30 stood to the northward. At 7 p.m. passed North Point, standing for Bay Chaleur.

10th July.—At 2 a.m. anchored off Escuminac. At 5 weighed and stood to the eastward, running along shore. At 7 p.m. took a pilot and anchored off Point du Chesne railway wharf, embarking the Hon. Mr. Foster, Minister of Marine and Fisheries.

11th July.—Ran along shore. At 3 p.m. passed Pictou Island, and at 4:30 anchored in Pictou Harbour.

12th July.—Hauled into Acadia coal wharf, and took in 101½ tons of coal.

13th July.—Took pilot on board and proceeded up the East River to the Albion coal wharf, and took in 115 tons of coal. At 7 p.m. cast off and anchored off the town.

24th July.—At noon proceeded to sea. Sent boat ashore at Souris for letters. At 8.40 p.m. rounded East Cape.

15th July.—Running along the land. At 2.30 p.m. Miscou bore W. N. W. At 7.30 p.m. anchored in Paspebiac. Found the cruiser "Conrad" here.

16th July.—Rainy weather, weighed and stood for Bathurst, landing Cape Scott there in the evening.

17th July.—At 6 a.m. the "Lansdowne," under the orders of Captain Dakin steamed down the bay and boarded several schooners, anchoring under the north shore for the night.

18th July.—Proceeded westward anchoring off Paspebiac.

19th July.—Ship's company at drill.

20th July.—Ship's company at drill, and employed cleaning boilers.

21st July.—At 5 a.m. weighed and stood down the bay. Spoke the schooner "Conrad" off Miscou. No Americans in sight. Anchored there for the night.

22nd July.—Weighed and stood up the bay. Anchored off Paspebiac.

23rd July.—Weighed and stood to the eastward. Cruising and anchoring off Miscou for the night.

24th July.—At daylight weighed and stood up the bay, and anchored in Port Daniel for the night.

25th July.—Lying in Port Daniel, the Government cruiser "Lizzie Lindsay" in company.

26th July.—Foggy and rainy. At 7.30 weighed and stood to the eastward. Spoke the Government cruiser "Conrad." At 4 p.m. anchored off Paspebiac.

27th July.—At 5 a.m. weighed and proceeded to Bathurst. Embarked Captain Scott and proceeded to Paspebiac, anchoring there for the night.

28th July.—Captain Scott inspected the cruiser "Lizzie Lindsay." At noon weighed and proceeded to the eastward. Spoke the Government cruiser "Conrad." At 8 p.m. passed Miscou and stood to the southward.

29th July.—At 2 a.m. anchored in Miramichi Bay. At daylight weighed and stood in shore examining fishermen. At 11.30 passed the North Point, P.E.I. At 2.30 p.m. spoke the Government cruiser "Houlett."

30th July.—At 3.30 a.m. rounded the East Point, P.E.I., and anchored off Souris. At 9.30 weighed and stood across George's Bay, anchoring under Cape George.

31st July.—Weighed and proceeded to Pictou.

1st August.—At 8 a.m., after taking in provisions and water proceeded to sea, standing up Northumberland Straits. Observed several schools of mackerel. Anchored off Bodeque for the night.

2nd August.—At daylight weighed and stood to the northward. Observed several American fishermen in the offing anchored off Miminegash. Sent a boat on shore for information. P.M., stood to the westward and anchored off Escuminac.

3rd August.—At daylight weighed and stood across the bay. Boarded several schooners. At 6 a.m. spoke to Government cruiser, "Lizzie Lindsay." At 1 p.m. rounded Miscou, and at 5 p.m. anchored off Paspebiac.

4th August.—At 9 a.m. boarded the American schooner, "Caroline Vault," of Booth Bay, Me., and ordered her to sea.

5th August.—Foggy and rainy weather. The Government cruiser, "Oritic" arrived, and Captain McLaren received his orders from Captain Scott. At 7 a.m. weighed and stood for Port Daniel and anchored there.

6th August.—At 6 a.m. weighed and stood to the southward. At noon spoke the "Oritic." At 1.30 p.m. anchored in Paspebiac. Captain Smeltzer, of the "Conrad," came on board.

7th August.—At 8 a.m. weighed and stood down the bay. At 11.30 passed Miscou, observing a man-of-war in the distance, closed with her, stopped the engines, and an officer of the U. S. ship, "Yantic" came on board. At 2.30, Captain Scott returned that officer's call. At 2.45 p.m. stood to the southward and anchored in Miramichi Bay.

8th August.—The Government cruisers, "Oritic" and "Lizzie Lindsay," arrived. The Captains waited upon Captain Scott for orders, and at 3 p.m. they proceeded to sea.

9th. August.—At daylight weighed and proceeded to sea, standing to the southward. Passed a large fleet of seiners off shore. At noon anchored off Shediac. Captain Scott landed and proceeded to St. John on duty. At 4 p.m. the ship, under the orders of Captain Dakin, proceeded to Cape Esouminac and anchored off shore.

10th August.—At daylight weighed and proceeded to Bay Chaleurs. Observed a large fleet of seiners off shore. At noon, off Miscou, exchanged signals with the Government cruiser "Conrad." At 4 p.m. anchored in Paspebiac.

11th August.—Thick fog and rainy. At noon weather clearing weighed and proceeded to Port Daniel.

12th August.—Foggy and rainy. At 9 a.m. weighed and stood across the bay and anchored off Miscou. At 2 p.m. weighed and cruised about the bay, anchoring in Port Daniel at 7 p.m.

13th August.—Weighed and cruised about the bay, and at 1 p.m. anchored in Paspebiac.

14th August.—Strong breezes and heavy rain. At 7 a.m. weighed and proceeded down the bay and anchored in Port Daniel.

15th August.—Strong breezes and fine. Captain Dakin inspected the ship and ship's company.

JOURNAL OF THE "ACADIA."

16th August.—The steamship "Acadia" having arrived Captain Scott took charge.

17th August.—The "Acadia" was brought to the Marine and Fisheries wharf. Employed shipping crew and getting vessel ready for sea.

18th to 21st August.—Preparing for sea.

23rd to 28th August.—Engineers, boiler makers and caulkers engaged making repairs.

30th and 31st.—Engineers and others still repairing.

1st, 2nd and 3rd September.—Engineers, boiler makers and others still engaged repairing.

4th September.—At 8 p.m. engineer reported all ready.

6th September.—At 6.40 a.m. cast off and proceeded to the coal wharf and took in 45 tons of hard coal. At 7 p.m. cast off and anchored for the night.

7th September.—At 6 a.m. weighed and proceeded to sea, standing to the eastward. At 5 p.m. thick fog setting down stood off and on the land. At 10.45 p.m. made Cranberry Light. At 11.30 rounded the Grimes,

8th September.—At 2 a.m. passed Eddy Point, Straits of Canso, and anchored in 11 fathoms. At 11 weighed and stood through the Gut.

At noon spoke the American steamer "Novelty," and at 8 p.m. anchored off Souris. Captain Lorway of the "Houlett" came on board.

9th September.—Weighed and proceeded up Northumberland Straits. At 6 p.m. anchored off Tryon.

10th September.—Weighed and stood to the northward. At 11 hove to off Miminegash. Sent a boat ashore for information. At 2.20 p.m. anchored inside North Cape Light. Received a 24 feet gig and other stores from the "Lansdowne."

11th September.—At 6 a.m. weighed and proceeded to the northward. Afternoon, thick fog. At 3 p.m. weather clearing stood up the Bay Chaleurs, and at 5 p.m. anchored in Paspebiac Roads. At 7.30 Captains Pouliot, of the "Lindsay," and Smeltzer, of the "Conrod," waited upon Captain Scott.

12th September.—At 9.30 a.m. the captain inspected ship and ship's company.

13th September.—At 4.30 p.m. weighed and proceeded to sea. At 6.50 rounded Miscou.

14th September.—At 2 a.m. anchored off Escuminac. At 8 a.m. weighed and proceeded to the southward.

15th September.—The undersigned left for Halifax on duty, landing at Pictou.

16th to 20th September.—Captain Scott still in Halifax on duty.

21st September.—Raining and blowing hard. Captain Scott returned.

22nd September.—Blowing hard from the westward. At 3 p.m. weighed and proceeded to sea. At 6 a.m. anchored below Georgetown.

23rd September.—Boat away boarding. At 9 weighed and proceeded to sea. At 11 anchored off Souris. Cruisers "Houlett" and "Conrad" in port. Several American fishermen in harbor for shelter. At 3.30 p.m. weighed and ran for Cape George, and anchored in the bay for the night.

24th September.—At 9 a.m. weighed and proceeded to sea. At noon passed East Point; 12.30 p.m. bore up for Port Hood, and at 4 p.m. anchored there.

25th September.—Strong southerly gales and heavy rain. At 2 p.m. boarded two Americans who were in for shelter.

26th September.—At 9.30 a.m. captain inspected ship and ship's company. At 2 p.m. boat away boarding fishermen.

27th September.—Blowing hard from N.E. Noon sent cutter for fresh water.

28th September.—At 6 a.m. boat ashore for water. At 9.15 weighed and proceeded to sea. At 1 p.m. anchored in Souris Roads, finding the cruiser "Houlett" in port. At 2.40 p.m. weighed and proceeded to sea. At 6 p.m. anchored in Port Hood. Found the "Conrod" here, Captain Smeltzer coming on board the "Acadia" for orders.

29th September.—Strong southerly breezes and rain.

30th September.—The weather improving, at 5 a.m. weighed and proceeded to Straits of Canso. At 9 a.m. anchored at Port Hawkesbury. P.M. employed swinging the ship to find the error of the compasses.

1st October.—Heavy rain in passing squalls.

2nd October.—At 7 a.m. weighed and proceeded to the northward. At noon rounded Cape George in a heavy sea. At 2 p.m. anchored in the Pictou Harbor being short of coal.

3rd October.—At 9.30 a.m. inspected ship and ship's company.

4th and 5th October.—Still waiting for coal.

6th October.—At 4 p.m. a coal lighter came alongside.

7th October.—Coaling ship.

8th October.—At 9.30 a.m. finished coaling, having received 104½ tons of Drummond coal. At 11 a.m. weighed and proceeded to sea. At 6 p.m. passed Margaree Island Light, rounding Cape North, C.B., at midnight.

9th October.—Anchored in Aspy at 2 a.m. At 8 weighed and rounded Cape North. Found no fishermen in the Bay. At 11 came to an anchor in Aspy Bay.

Boarded several American fishermen in for shelter. At 2.30 p.m. parted the small bower chain. Proceeded to Ingonish and anchored there.

10th October.—At 7.15 a.m. weighed and proceeded to sea. Observed 14 sail of Americans coming out of South Ingonish. At 9.30 a.m. anchored in South Ingonish Roads. Captain inspected ship and ship's company. Blowing hard from the N. W.

11th October.—Weighed and proceeded to Aspy Bay. At 9.20 bore up for Sydney. Observed several fishermen outside the limits. At 1.30 p.m. came to an anchor off North Sydney. At 9.30 p.m. the "Houlett" arrived.

12th October.—At 6.30 a.m. Captain Lorway and Smeltzer presented themselves. At 10 a.m. boat away boarding fishermen. The cruisers "Houlett" and "Conrad" sailed. At 7 p.m. observed several fishermen returning to port for shelter.

13th October.—Boat away boarding fishermen. At noon passing showers and heavy squalls. At 4 p.m. weighed and shifted up the harbor for shelter.

14th October.—At 8 a.m. Captain Scott held an investigation into certain charges brought against Capt. Solomon Jacobs of the American schooner "Mollie Adams" of Gloucester, for fishing inside the limits. The charges were not proved.

15th October.—At 6 a.m. weighed and proceeded to sea. At 8.30 anchored in South Ingonish. Boarded one American schooner. At 9.30 weighed and stood to the northward. At noon anchored in Aspy Bay. Captain McLaren of the Government schooner "Critic" came on board for orders. At 1 p.m. weighed and proceeded for St. Ann's Bay anchoring there at 6 p.m. Wind from S. W. and blowing hard.

16th October.—Blowing hard in squalls from southward. At 10.30 a.m. weighed and proceeded to sea. At 1 p.m. anchored off North Sydney. Found the cruisers "Conrad" and "Houlett" in port. Midnight snowing at times.

17th October.—A.M. passing squalls with snow. At 9.30 a.m. Captain inspected ship and ship's company.

18th October.—At 9 a.m. Captain and First Officer attended the Magistrate's Court for the punishment of three seamen who had been absent without leave.

19th October.—Rainy and squally weather. Boat away boarding fishermen. At 11 weighed and proceeded to sea. At 3 p.m. steamed up to the coal wharf at Cow Bay.

20th October.—At 7 a.m. ship commenced coaling.

21st October.—At 11 a.m. having received 135 tons of coal cast off and proceeded to sea cruising along shore. At 3 p.m. anchored off North Sydney.

22nd October.—At 6.30 a.m. Captains Lorway and Smeltzer came on board for orders. At 9 a.m. Captain Scott inspected the cruisers, and at 11 they proceeded to sea.

23rd October.—Rainy and squally at times. Watered ship from the water boat. Blowing hard at sea.

24th October.—Blowing hard from N.E. At 9.30 inspected ship and ship's company.

25th October.—At 5.30 weighed and proceeded to sea. At 9.30 passed Main à Dieu Light House. At noon passed St. Esprit. At 4 p.m. observed the Government cruiser "Critic" closing with us. At 6 anchored inside Sand Point, Strait of Canso. At 8 p.m. Captain McLaren came on board for orders.

26th October.—At 5.30 weighed and proceeded to sea. At 8 rounded the Grimes' Shoal. At 4 p.m. passed Egg Island. At 9 p.m. anchored in Halifax Harbor.

27th to 30th October.—Ship remaining at the Marine and Fisheries wharf making temporary repairs in the engine room.

1st, 2nd, 3rd and 4th November.—Ship remaining at the wharf making trifling repairs.

4th November.—At 7.20 cast off and proceeded to sea and at 2 p.m. anchored in Beaver Harbor.

5th November.—At 6 a.m. weighed and proceeded to the eastward. At 11 passed five American fishermen standing to the westward. At 1 p.m. passed Oranberry Island, and at 5 p.m. anchored in Louisburg harbor.

6th November.—Weighed at 7 a.m. and proceeded to sea. At 8 passed through

Man-à-Dieu Passage. At 11 anchored off North Sydney. At 1 p.m. the Government schooner "Houlett" arrived.

7th November.—Blowing hard from the southward. At 9.30 inspected ship and ship's company. At 11 got up steam and anchored under Dickson's Point.

8th November.—Rainy and squally weather. Mr. Rood, second officer of the "Houlett," joined us as pilot. At 11 entered the Big Bras d'Or. At 4.30 p.m. grounded on a mud flat at the entrance of St. Peter's Canal. At midnight we were still aground.

9th November.—At noon ship floated, and proceeding to Kelly's Cove, anchored there for the night.

10th November.—At 6.30 weighed and proceeded to sea. At 10 passed Port Nova. At 3.30 passed Cranberry Island. At 11.30 passed Egg Island.

11th November.—At 2 a.m. passed Devil's Island. At 3 anchored in Halifax harbor. At 10 hauled into the wharf.

12th November.—At noon cast off and proceeded to sea. At 4.40 p.m. anchored in Aspatogan Harbor.

13th November.—A.M., strong easterly winds; noon, blowing hard. Weighed and ran inside Shut in Island, St. Margaret's Bay, and anchored.

14th November.—A.M., heavy gales from the south-west with heavy sea. At 9 weighed and stood out to sea. At 11.45 rounded Sambro. At noon passed Chebucto Head. At 1 lashed to the Marine and Fisheries wharf.

15th November.—Employed landing stores and drying sails. P.M., the ship's company were discharged.

P. A. SCOTT, Captain, R.N.,

Commanding the Fisheries Protective Service.



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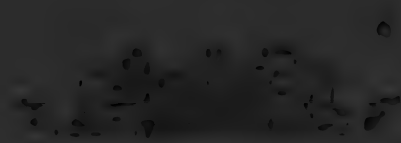
OF THE

SENATE OF THE UNITED STATES

IN THE

SENATE OF THE UNITED STATES

1856



NEW YORK

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CORRESPONDENCE

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Relative to the Seizure of British American Vessels in Behrings Sea by the United States authorities in 1886.

The Administrator to Mr. Stanhope.

HALIFAX, 27th September, 1886.

SIR,—I had the honor to send you a telegraphic message on the 22nd instant, of which the following is the substance:—

The Canadian schooners "Thornton," "Onward" and "Carolina" were seized on the 1st of August in Behrings Sea by the United States cutter "Corwin." The captain and mate of the "Thornton" were tried in the District Court of the United States at Sitka on the 30th of August. It was attempted to show that the "Thornton" was seized for killing seal about 70 miles S.S.E. of St. George Island, within that portion of Behrings Sea ceded by Russia to the United States.

The judge, in charging the jury, quoted Article 1 of the Treaty of March 30th, 1867, between the United States and Russia, and affirmed that all waters within the boundary set forth in the treaty to the western end of the Aleutian Archipelago and Islands were to be deemed American, and that the penalties of the law against the killing of fur-bearing animals were to attach to its violation within the limits in question. The jury were told, if they believed the evidence as to the killing of any fur-bearing animals by the accused on the Alaskan coast or in Behrings Sea east of the 193rd degree of west longitude, to find them guilty.

The prisoners were found guilty. The master of the "Thornton" was fined \$500 and sentenced to imprisonment for thirty days. The mate was fined \$300 and sentenced to thirty days' imprisonment. The officers of the other two vessels were also tried and similar penalties imposed upon them.

The Government of Canada protests against the claim of the United States to the sole sovereignty over Behrings Sea, 700 miles east of the westerly boundary of Alaska, defined by the above-mentioned Article 1 of the Treaty of March 30th, 1867, as contrary to the admitted principles of International Law, and also in opposition to the United States contention concerning common waters on the coast of the Atlantic. It protests, also, against the unwarranted and arbitrary interference of the authorities of the United States with the peaceable and lawful occupation on the high seas of Canadian citizens, as well as against the forfeiture of their property and the indignity of imprisonment which have been imposed upon them. The foregoing facts have also been communicated to Sir Lionel West.

I have, &c,

Rt. Hon. EDWARD STANHOPE.

A. G. RUSSELL, *Administrator.*

The Administrator to Mr. Stanhope.

HALIFAX, N.S., 27th September, 1886.

SIR,—I have the honor to enclose herewith a copy of an approved Minute of my Privy Council, to which is appended a Report by my Minister of Marine and Fisheries, upon which my telegram of the 22nd instant was founded, relative to the seizures of the Canadian schooners "Thornton," "Onward," and "Carolina," while engaged in the peaceable pursuit of their lawful occupation on the high seas.

2. It will be seen from this Report that the masters and mates of the above-mentioned vessels have been tried before the United States District Court at Sitka, in Alaska, and sentences of imprisonment, in addition to heavy fines imposed upon them, while their property has been subjected to forfeiture.

3, My Ministers are of opinion that the action of the United States authorities with respect to these vessels is indefensible, and that immediate reparation should be demanded from the Government of that country therefor.

4. I have communicated a copy of this Minute and the appended Report to Her Majesty's Minister at Washington.

I have, &c.,

Rt. Hon. EDWARD STANHOPE,
&c., &c., &c.

A. RUSSELL, *Administrator.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Governor in Council on the 24th September, 1886.

The Committee of the Privy Council have had before them the annexed Report from the Minister of Marine and Fisheries, with reference to the case of the Canadian schooners "Thornton," "Onward" and "Carolina," seized on the 1st of August last by the United States authorities in Behrings Sea.

The Committee concur in the said Report and they advise that the same be carried out.

All which is respectfully submitted for your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council, Canada.*

DEPARTMENT OF FISHERIES, CANADA,

OTTAWA, 21st September, 1886.

In reference to a Report of Council under date 23rd September, referring to the case of the Canadian schooners "Thornton," "Onward," and "Carolina," seized on August 1st by the United States authorities in Behrings Sea, the undersigned has the honor to lay before Council the following additional information:

It is stated in effect in the "Alaskan," a newspaper published at Sitka, in the Territory of Alaska, and bearing date 4th September, 1886:—

1. That the master and mate of the schooner "Thornton" were brought for trial before Judge Dawson in the United States District Court at Sitka on the 30th August last.

2. That the evidence given by the officers of the United States revenue cutter "Corwin" attempts to show that the "Thornton" was seized while in Behrings Sea about 60 or 70 miles S.S.E. of St. George Island, for the offence of hunting and killing seals within that part of Behrings Sea which was ceded to the United States by Russia in 1867.

3. That the judge, in his charge to the jury, after quoting the first Article of the Treaty, 30th March, 1867, between Russia and the United States, in which the western boundary of Alaska is defined, goes on to say: "All the waters within the boundaries set forth in this Treaty to the western end of the Aleutian Archipelago and chain of Islands are to be considered as comprised within the waters of Alaska, and all the penalties prescribed by law against the killing of fur-bearing animals must therefore attach against any violation of law within the limits before described."

"If, therefore, the jury believe from the evidence that the defendants by themselves or in conjunction with others did, on or about the time charged in the information, kill any otter, mink, martin, sable or fur-seal, or other fur-bearing animal or animals, on the shores of Alaska or in the Behrings Sea east of the 193rd degree of west longitude, the jury should find the defendants guilty and assess their punishment separately at a fine not less than \$200 nor more than \$1,000, or imprisonment not more than six months, or by both, such fine within the limits herein set forth and imprisonment."

4. That the jury brought in a verdict of guilty against the prisoners, in accordance with which the master of the "Thornton," Hans Guttormsen, was sentenced to imprisonment for thirty days and to pay a fine of \$500, and the mate of the "Thorn-

ton," Norman, was sentenced to imprisonment for thirty days and to pay a fine of \$300, which terms of imprisonment are presumably now being carried into effect.

It also appears by telegraphic despatch from Nanaimo, British Columbia, dated 18th September, that the masters and mates of the "Onward" and "Carolina" have since been tried and sentenced to undergo similar penalties to those being inflicted on the master and mate of the "Thornton."

It will appear from the above information, conjoined with the Report of Council under date September 23rd inst., that the United States have determined to lay claim to the sole sovereignty of that part of Behrings Sea lying east of the westerly boundary of Alaska, as defined in the first Article of the Treaty made between the United States and Russia in 1867, by which Alaska was ceded to the United States, and which includes a stretch of sea extending in its widest part some 600 or 700 miles easterly from the mainland of Alaska.

In pursuance of this claim they have interfered with the peaceable and lawful occupation of Canadian citizens on the high seas, have taken possession of their ships, have subjected their property to forfeiture, and visited upon their persons the indignity of imprisonment. They appear to have done this in spite of the admitted principles of International Law, and in direct opposition to their own contention of what constitutes common waters upon the Atlantic coast.

In view of the unwarranted and arbitrary action of the United States authorities, the undersigned recommends that a copy of this Report be sent to Her Majesty's Government, to the end that immediate reparation be demanded from the Government of the United States, and that in the meantime the facts contained therein be telegraphed to the Secretary of State for the Colonies and to the British Minister at Washington.

The whole respectfully submitted.

GEORGE H. FOSTER,

Minister of Marine and Fisheries.

The Administrator to Mr. Stanhope.

HALIFAX, 27th Sept., 1886.

SIR,—I have the honor to forward herewith, for transmission to the Foreign Office, a copy of an approved Report of the Committee of the Privy Council, submitting depositions from some of the officers and men of the Canadian schooners "Onward," "Thornton" and "Carolina," relative to the seizure of those vessels in Behrings Sea by the United States revenue cutter "Corwin," and their subsequent detention at the Port of Ounalaska, in the Territory of Alaska.

2. You will observe from the accompanying papers, that it appears that the schooners mentioned are Canadian vessels, fitted out in Victoria, B.C., for the capture of seals in the waters of the Northern Pacific Ocean, adjacent to Vancouver Island, Queen Charlotte Islands and Alaska, and that at the time of the seizure by the "Corwin" on the 1st August last, they were taking seals in the open sea at a distance of more than 60 miles from land.

3. My Minister of Marine and Fisheries has taken steps to get further depositions from the owners, masters and crews of the above-mentioned vessels, in order that a claim may be made upon the United States Government for damages, for the unwarranted seizure of British vessels on the high seas.

4. I have communicated a copy of this Order in Council, with the accompanying papers, to Her Majesty's Minister at Washington.

I have, &c.,

A. RUSSELL, *Administrator.*

Rt. Hon. EDWARD STANHOPE.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council on the 23rd day of September, 1886.

On a Report, dated 18th September, 1886, from the Minister of Marine and Fish-
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eries, submitting the accompanying papers, relative to the seizure of the Canadian schooners "Onward," "Thornton," and "Carolina," in Behrings Sea, by the United States revenue cutter "Corwin," and their subsequent detention at the Port of Ounalaska, in the Territory of Alaska:—

Copy of a letter from James Ogilvie, master of the Canadian sealing schooner "Carolina."

Copy of a letter from Daniel Munroe, master of the Canadian sealing schooner "Onward."

Depositions of John Dallas, seaman on board the "Thornton"; of Thomas McLardy, cook on board the "Carolina"; of Edward Shields, seaman on board the "Carolina"; and of Wm. Munsie, owner of the "Carolina"; all of the Province of British Columbia.

The Minister observes, that from these papers it appears that the schooners mentioned are Canadian vessels, fitted out in Victoria, British Columbia, for the capture of seals in the waters of the Northern Pacific Ocean, adjacent to Vancouver Island, Queen Charlotte Islands, and Alaska; that, at the time of their seizure by the "Corwin," they were taking seals in the open seas, out of sight of land, the "Carolina" in Lat. 55° 50' N., Long. 163° 53' W., the "Onward" in Lat. 54° 53' N., Long. 167° 55' W. and the "Thornton" in about the same latitude and longitude, and all of them at a distance of more than 60 miles from the nearest land; that they were taken possession of by the United States cutter on August 1st, 1886, and towed to the Port of Ounalaska, where they are still detained. The crews of the "Thornton" and "Carolina," with the exception of the captain and one man on each vessel, detained at Ounalaska, were sent by the steamer "St. Paul" to San Francisco, California, and there turned adrift, while the crew of the "Onward" was kept at Ounalaska. At the time of their seizure the "Thornton" had 404 seal skins on board, the "Onward" 900, and the "Carolina" 686, and these are detained and kept at Ounalaska, along with the schooners, by the United States authorities.

The Minister states that he has taken steps to get further depositions from the owners, masters and crews of the vessels above mentioned, in order that a claim may be made upon the United States Government for damages for this unwarranted seizure of British vessels in the open sea.

The Committee recommend that Your Excellency be moved to transmit a copy of this Minute, if approved, together with copies of the papers herein mentioned, to the Right Honorable the Principal Secretary of State for the Colonies, for transmission to the Foreign Office, and also copies to Her Majesty's Minister at Washington.

All of which is respectfully submitted for Your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council.*

SCHOONER "CAROLINA," OUNALASKA, 6th August, 1886.

DEAR SIR,—The U.S. steamer "Corwin" boarded and took charge of the schooner in Lat. 55° 50' N., Long. 166° 53' W.; they took all the firearms from the schooner. I asked why they did so; they said for killing female seals and carrying firearms. They towed the "Thornton" and "Onward" in at the same time. I have got 686 seal skins on board; "Thornton," 404; "Onward," 900. I have heard nothing of the "Pathfinder" in the Behrings Sea; she was seen off Sitka, coming up. It was on August 1st at 6 p.m. they took charge of the schooner; canoes and white men will not do; all the schooners that have canoes have got from 9 to 11 canoes. The American schooner "San Diego" is in here; they have taken all her skins and sails on shore, 500 skins. Thirteen days after we left Clayquot we were in the Behrings Sea, we lost the boat from the stern.

August 7th, 1886.

The Company's steamer "St. Paul" will leave to-morrow; the captain of the "San Diego" and all hands are going down in her. I will send this letter by her.

Yours truly,

JAMES OGILVIE.

Copy of letter from Daniel Munroe, Master of Schooner "Onward."

SCHOONER "ONWARD," PORT ILIOLUK,
OUNALASKA, August 7th, 1886.

CHARLES SPRING, Esq., Victoria.

DEAR SIR,—On the 2nd, while the "Onward" was in Lat. 54° 52' N., Long 167° 55' W., and about 70 miles from the nearest land, the United States revenue cutter "Corwin," having the schooners "Thornton" and "Carolina" in tow, boarded us and sent a crew on board and towed us in here where we are lying at present with sails bent and seals on board and a watchman in charge, but can't find out what they intend to do with us, so I can't say any more about it at present.

I met the "Favorite" on the 28th. Captain McLean was on board of us; we gave him 508 skins and they had 1,290 they took themselves, making them about 1,800 total, and as we were in sight of each other until the night of the 1st instant he must have made a good catch, for we have 400 skins on board at present that we took in 4 days, and I am positive his crowd could take twice that number, as we have not got the best of sealers.

I believe all the schooners did well, and I trust they will get away all right. There is no cutter out at present as there is only two of them up here, one of them up in the Arctic and the other that brought us here is still watching us here.

We may find out to-day how they are going to dispose of us, but I am in hopes they made false steps, and that they can do nothing more than spoil the season.

They took the schooner "San Diego" in here about a month ago, and took the skins out of her and unbent her sails and put everything ashore, and they are sending the crew to San Francisco to-day in one of the Fur Company's steamers "St. Paul."

Later on have heard nothing more only the crew of the "Thornton" and "Carolina" is going to San Francisco to-day in the steamer "St. Paul," except the Captain and one man in each, but they took none of our crew.

There are rumors afloat that the three schooners are to be laid up here all winter, and that we are to be taken to Sitka, but no certainty. I wrote you this morning, as the boat was leaving the wharf, thinking that she was going away, but she came to anchor in the roads and I don't think I finished it. I was afraid of being late. We sent a protest on board the cutter against the action of the authorities in seizing the vessels on the high seas, but I don't know if it will amount to much; there is no Notary Public here to sign it. I have nothing more to write you. Trusting things will turn out better than we expect.

I remain, &c.,

DANIEL MUNROE.

I, John Dallas, of Victoria, British Columbia, seaman, do solemnly and sincerely declare that I was engaged about the end of May, 1886, as a seaman on board the schooner "Thornton" of 22.30 registered tonnage, registered in the Dominion of Canada as a British vessel. I was engaged sealing on the west coast of Vancouver Island, and when the seals got scarce the "Thornton" left Clayakot, Vancouver Island, for Behrings Sea about beginning of June, and three days after passing Unamark Pass we killed our first seal, being then about 250 miles from land; we were engaged sealing in the open sea until the 1st of August. We had a little over 400 skins on board when the United States steamer "Corwin" seized our vessel and took her to Ounalaska; they were about twenty-eight hours engaged in towing us to Ounalaska. The master of the "Corwin" removed all our guns and ammunition, ten guns in all. There were fourteen hands on board the "Thornton" altogether, including two Indians; nine white men and a Chinese cook were sent to San Francisco, and there discharged; two white men and two Indians were left on board the schooner at Ounalaska; we were five or six miles from the "Carolina" at the time we were seized. I saw no other vessels in sight at the time; we were never in sight of land during the whole time we were sealing. And I make this declaration

conscientiously believing the same to be true by virtue of the Act passed in the 37th year of Her Majesty's reign, intituled "An Act for the suppression of voluntary and extra-judicial oaths."

his
JOHN x DALLAS.
mark.

Taken and declared before me at Victoria, this 23rd day of August, 1886, the same having been first read over to him.

M. W. TYRWHITT DRAKE, J.P.

I, William Munsie, of Victoria, grocer, do solemnly and sincerely declare that I am the sole owner of the schooner "Carolina," and she has a Canadian register, having been registered at the Port of Victoria; the vessel and her outfit at the time she left for Behrings Sea was seven thousand dollars. And I make this solemn declaration conscientiously believing the same to be true, by virtue of the Act passed in the 37th year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra judicial oaths."

WM. MUNSIE.

Taken and declared before me at Victoria, this 23rd August, 1886.

M. W. TYRWHITT DRAKE, J.P.

I, Thomas McLardy, of Victoria, British Columbia, cook, do solemnly and sincerely declare that I was engaged as cook on board the British schooner "Carolina." I was on board when the United States steamer "Corwin" seized her. During the whole time the said schooner was sealing she never sighted land once. After she was seized the "Corwin" took her in tow, about six o'clock in the evening, and about three o'clock in the morning the English schooner "Onward," of the tonnage 35.20 tons was also seized and taken in tow to Ounalaska. Her crew were left on board, and not removed to San Francisco. She had seal skins on board. And I make this solemn declaration conscientiously believing the same to be true, by virtue of the Act passed in the 37th year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra-judicial oaths."

T. McLARDY.

Taken and declared before me, this 23rd August, 1886, at Victoria, B.C.

M. W. TYRWHITT DRAKE, J.P.

I, Edward Shields, of Tooke District, Vancouver Island, a hunter, engaged on board the British schooner "Carolina," of 31.90 registered tonnage, do solemnly and sincerely declare that I left Victoria on board the aforesaid schooner on the 20th May, 1886, bound on a voyage to Behrings Sea for the purpose of sealing. The schooner was fitted out for this purpose; she had eleven hands on board, including the master, by name James Ogilvie. We sailed to Behrings Sea and commenced sealing on the 15th June, and at that time we were about 300 miles from land and we continued cruising about for seals, and up to the time the United States vessel "Corwin" seized us we had 686 seals; during the whole time we were cruising about we were in the open seas out of sight of any land; the seals we obtained were chiefly females; at the time the "Corwin" seized us on the 1st of August we were out of sight of land and in Lat. 55°50' N., long. 168°53' W., as I was informed and verily believe. There were other vessels, both American and English, cruising about in the same neighborhood; we never killed a seal in the neighborhood of the Aleutian Islands. I was away in the boats when the "Corwin" seized the vessel, and when I came back I found the "Carolina" in tow of the "Corwin." The captain of the "Corwin," Abby by name, took away all the firearms, consisting of rifles and shot guns, ten in all, and I was taken to Ounalaska, and from there I was taken to San Francisco by the steamer "St. Paul" and there turned adrift. The "Carolina" was left at Ounalaska with the seals and outfit. And I make this solemn

declaration conscientiously believing the same to be true, by virtue of the Act passed in the 37th year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra-judicial oaths."

EDWARD SHIELDS.

Taken and declared before me, at Victoria, this 23rd day of August, 1886, in due form of law.

M. W. TYERWHITT DRAKE, J.P.

The Administrator to Sir L. West.

HALIFAX, N.S., 23th September, 1886.

SIR,—I have the honor to forward, for your information, a copy of an approved Report of a Committee of the Privy Council, submitting letters and depositions from some of the masters and crews of the Canadian schooners "Onward," "Thornton," and "Carolina," relative to the seizure of those vessels in Behrings Sea by the United States revenue cutter "Corwin," and their subsequent detention at the Port of Ounalaska, in the Territory of Alaska.

I have communicated a copy of this Order in Council and accompanying papers to the Secretary of State for the Colonies, for transmission to the Foreign Office.

I have, &c.,

Minister at Washington.

A. RUSSELL, *Administrator.*

The Administrator to Sir L. West.

HALIFAX, N.S., 28th September, 1886.

SIR,—With reference to my despatch, No. 15, of this day's date, I have the honor to forward, for your information, a copy of an approved Report of a Committee of the Privy Council, to which is appended a Report by my Minister of Marine and Fisheries, upon which my telegram of the 22nd instant was founded relative to the seizure of the Canadian schooners "Thornton," "Onward," and "Carolina," on the 1st August last, by the United States revenue cutter "Corwin," in Behrings Sea.

I have communicated a copy of this Minute of Council, with the annexed Report of the Minister of Marine and Fisheries, to the Secretary of State for the Colonies.

I have, &c.,

Minister at Washington.

A. RUSSELL, *Administrator.*

Sir L. West to the Administrator.

WASHINGTON, 4th October, 1886.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's despatches, Nos. 15 and 16, of the 28th ultimo, enclosing copies of approved reports of a Committee of the Privy Council, relative to the seizure of the Canadian schooners "Onward," "Thornton" and "Carolina," by the United States Revenue cutter "Corwin" in Behrings Sea.

I have, &c.,

Lord ALEXANDER RUSSELL.

L. S. SACKVILLE WEST.

Mr. Stanhope to the Administrator.

DOWNING STREET, 25th October, 1886.

MY LORD,—With reference to previous correspondence respecting the seizure of Canadian sealing schooners in Behrings Sea, I have the honor to inform you that Her Majesty's Minister at Washington has been instructed by telegraph to protest, in the name of Her Majesty's Government, against this action on the part of the United States cruiser, and to reserve all rights to compensation.

I enclose, for communication to your Government, a copy of a despatch with its enclosure, which has been received at the Foreign Office from Sir L. West on the subject.

I have, &c.,

EDWARD STANHOPE.

The Officer Administering the Government of Canada.

Sir L. West to Lord Iddesleigh.

WASHINGTON, 21st September, 1886.

MY LORD,—The reported seizure of British vessels by American cruisers in waters over which it appears the United States Government claim jurisdiction, as adjacent to the Territory of Alaska, has given rise to much comment in the newspapers touching the interests of a powerful commercial company which may be affected by the international questions arising therefrom, and in this connection I have the honor to enclose to your Lordship, herewith, a précis of the history of the origin of this company, as well as of what has been written on the subject.

Chapter three of the Revised Statutes of the United States (p. 342, Secs. 1954 to 1976 inclusive) contains the "provisions relating to the unorganized Territory of "Alaska," and Sec. 1954 extends "the laws of the United States to and over all the "mainland, islands and water of the Territory" ceded by Russia to the United States by the Treaty of 1867.

In addition to the case of the Government Seal Islands, the Alaska Company holds as well, leases of certain islands from the Russian Government, so that, in fact, it may be said to monopolise the seal fur in these waters.

I have, &c.,

L. S. SACKVILLE WEST.

THE EARL OF IDDESLEIGH, G.C.B., &c., &c., &c.

HISTORY OF THE ORIGIN OF THE ALASKA COMMERCIAL COMPANY.

The transfer of the Territory of Alaska to the United States Government, in compliance with the terms of the treaty of purchase between the two Governments, included the transfer of all the Russian Government (property), such as public buildings at Sitka, Governor's house, Custom house, hospital and wharves, &c. There were, however, certain buildings reserved as the property of the Russian Fur Company, and as General Rousseau, the United States Commissioner, could not, in his official capacity, take any active or open part in its disposal, Prince Matsukoff, the Russian Governor, concluded a bargain with Mr. Hutchinson, who accompanied General Rousseau as his private secretary. This bargain included all the property of the Russian Fur Company and the American officers stationed at Sitka, who claimed that they were entitled to a share of the spoils. By virtue of this bargain with Prince Matsukoff, who was Governor of the company, Mr. Hutchinson proposed to take possession of the fur trade of Alaska and the seal islands, (and) left for Victoria (British Columbia) and San Francisco to make the necessary arrangements.

At the former place he met with a Mr. Kohl, owner of a British steamer called the "Fidelitor," with whom he entered into partnership, and the firm still exists under the name of Hutchinson, Kohl & Co.

The steamer obtained an American register, under the plea that she was a Russian vessel at the time of the transfer of the territory to the United States, and was thus enabled to carry on the coasting trade.

Preparations were made in 1868 for working the fur trade of the newly-acquired possession, and especially for the occupation of the Pribylor Island, to which, by virtue of the arrangements with Prince Matsukoff, the new company considered they had an exclusive right. Upon their arrival there, however, they found them occupied by experienced sealers from New London and Stonington (Connecticut), under one Captain Morgan. A fight for possession seemed imminent, but a division of the season's catch was finally agreed upon. While the two parties were thus amicably at work, Mr. Pflugel, Russian Vice-Consul at Honolulu, arrived at the head of an expedition believing that he should find the islands unoccupied, but was eventually forced to retire before the combined forces of Captain Morgan and Mr. Hutchinson.

It now became obvious that the Government must take means to preserve these valuable seal rookeries, and in the winter of 1868 an Act of Congress was passed, the conditions for permission to take seals being, however, reserved for future Congressional action. The coalition between Hutchinson and Morgan still continued, and

finally led to the organization of the powerful and wealthy Alaska Commercial Company. Since 1870 this company has controlled the entire fur trade of Alaska, and by virtue of its alliances with the lessees of the Russian seal islands controls the valuable fur seal trade of the world. With strong political influence in the Congress of 1876 it obtained a lease of the Pribylor Islands for twenty years, at a rental of \$55,000 a year and a royalty of \$2.62 per skin, the take to be limited to 100,000 skins a year. It is calculated that the company pays annually \$316,000 to the United States treasury which, after paying all the expenses of the territory, yields more than 4 per cent. per annum on the purchase money paid to Russia for Alaska.

To preserve this revenue through future years, the protection of the seals from illegal capture or disturbance on their annual visits to the islands, has been deemed an absolute necessity, and hence the prohibition against approaching or landing on the islands, and the vigilance of the United States cruisers in the Behrings Sea. It is not, however, generally understood that the Alaska Company controls the fur trade of all the mainland and islands of Alaska lying west of the 141st meridian of west longitude, and that its operations over this vast extent of territory and coast are entirely distinct from and have no connection with its exclusive control of the seal islands, which it holds by virtue of its lease from the United States Government.

Outside of these islands it holds no exclusive rights or franchise from the Government, nor does it pay any rent or royalty to the Government or the territory it occupies or the furs it procure from the natives. It has no rights over any other citizen or company of citizens who may desire to trade in competition with it, and yet it has been aided by the revenue marine in suppressing competition from rival traders, for it appears that under instructions from the Treasury Department the revenue cruisers board and examine every trading vessel sighted in the Behring Sea or on the north-west coast of Alaska, except the vessels of the company. If a pretext can be found an officer is placed on board with instructions to take the vessel to Unalaska and discharge her cargo. She is then sent to San Francisco, where the United States Marshal finds that there is no cause for condemnation, and as the object of breaking up her voyage has been gained, she is released, and restored to her owners. The vessels subjected to this treatment come from British Columbia and Japan, and are, it is said, fitted out for contraband trade.

WASHINGTON, September, 1886.

Lord Lansdowne to Mr. Stanhope.

(Telegram to the Secretary of State for the Colonies on the 27th November, 1886.)

Vessels are now being equipped in British Columbia for fishing in Behrings Sea, and intend to start about the 10th of December. Can you obtain any assurance as to whether the vessels will be exposed to seizure by United States cruisers? They do not intend to fish near land.

LANSDOWNE.

Lord Lansdowne to Mr. Stanhope.

OTTAWA, 29th November, 1886.

SIR,—I have the honor to enclose herewith copy of an approved report of my Privy Council, dealing with the recent seizure of the Canadian schooners "Carolina," "Onward" and "Thornton," by the United States revenue steamer "Corwin," while fishing for seals in Behrings Sea.

The statements contained in the report are sufficient to establish that the claim now put forward on the part of the United States, to the sole right of taking fur-bearing animals within the limits laid down in the first article of the Treaty of 1867, is inconsistent with the rights secured to Great Britain under the Convention of 1825, and is in substance the same as that which, when advanced by the Russian Government on different occasions prior to the cession of Alaska by Russia to the United States, was either strenuously resisted or treated with ridicule and contempt by the Government of the latter power.

It is impossible to believe that when, by the Convention of 1825, it was agreed that the subjects of Great Britain, as one of the contracting parties, should not be "troubled or molested in any part of the ocean commonly called the Pacific Ocean, either in navigating the same, or in fishing therein," any reservation was intended with regard to that part of the Pacific Ocean known as Behrings Sea. The whole course of the negotiations by which this Convention and that between Russia and the United States, of the same year, were preceded—negotiations which, as pointed out in the report, arose out of conflicting claims to these very waters—points to the contrary conclusion. It would, indeed, be difficult to condemn the present pretensions of the United States authorities in language more convincing or emphatic than that which, while those negotiations were in progress, was used by Mr. Middleton, then Russian Minister at St. Petersburg, in his memo., dated 13th December, 1823. [*Vide American State Papers, Foreign Relations. Vol. V, No. 384.*]

It is laid down in that memorandum that, "the existence of territorial rights to the distance of 100 miles from the coasts upon two opposite continents, and the prohibition of approaching to the same distance from these coasts, or from those of all the intervening islands, are innovations in the law of nations and measures unexampled. It must thus be imagined that this prohibition bearing the pains of confiscation applies to a long line of coasts with the intermediate islands situate in the vast seas where the navigation is subject to innumerable and unknown difficulties, and where the chief employment, which is the whale fishery, cannot be compatible with a regulated and well determined course." Mr. Middleton added "that:—Universal usage, which has obtained the force of law, has established for all the coasts an accessory limit of a moderate distance which is sufficient for the security of the country and for the commerce of its inhabitants, but which lays no restraint upon the universal rights of nations, nor upon the freedom of commerce and navigation."

Under the Treaty of 1867 Russia ceded to the United States "all the rights, franchises and privileges" then belonging to her in the territory or dominion included within the limits described (*vide* Art. VI), but could not cede a right, which, in the express terms of the Treaty of 1825, was recognized as belonging to the subjects of the British Crown as well as to those of Russia.

This is, as far as I have been able to ascertain the first occasion upon which claims of the kind now advanced have been enforced. Sealing vessels from British Columbia have for some years past frequented the waters of Behrings Sea without molestation, and a letter, of which I enclose a copy, addressed by Mr. William Munroe, of Victoria, B.C., to my Minister of Marine and Fisheries, shows how serious will be the effects of this interference upon a well-established and important industry, in which many British subjects have a substantial interest.

It is, I think, worth while to contrast the claims now urged by the Government of the United States to exclusive control over a part of the Pacific Ocean, the distance between the shores of which is, as was pointed out by Mr. Adams in 1822, not less than 4,000 miles, with the indignant remonstrances recently made by Mr. Bayard against the action of the Canadian authorities in warning United States fishing vessels from entering the territorial waters of the Dominion at points where those waters were only a few miles in width, and throughout their whole extent in close proximity to Canadian territory.

A warning of this kind when given in respect of the Bay des Chaleurs, which measures about eighteen miles at its mouth, was stigmatized by Mr. Bayard in his despatch of 14th June, 1886, as a "wholly unwarranted pretension of extra territorial authority," and as an "interference with the unquestionable rights of the American fishermen to pursue their business without molestation at any point not within three marine miles of the shores."

I would also draw your attention especially to the great hardships occasioned to the owners and crews of the seized vessels, by the confiscation of their catch, and by the imprisonment of some of the persons on board of them.

I understand that owing to the amount of the fines imposed, which were so

heavy that the owners have declined to pay them, the captains and mates of the seized vessels, though originally sentenced to thirty days' imprisonment (a term which has long since expired), are still detained.

I may add, in explanation of the concluding passage in Mr. Munsie's letter, that Mr. Ogilvie, the captain of the "Carolina," while waiting at Ounalaska for the trial of his vessel, wandered off into the woods, in which it appears, from Mr. Munsie's statement, that he must have perished.

LANSDOWNE.

The Right Honorable EDWARD STANHOPE, & Co.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General in Council on the 29th November, 1886.

The Committee of the Privy Council have had under consideration a communication from Mr. E. C. Baker, M.P., President of the British Columbia Board of Trade, transmitting a letter from Mr. Theodore Lubbe, the managing owner of the British Columbia sealing fleet, asking information as to the United States claim to the easterly half of Behrings Sea as American waters. And also a despatch, dated 26th August last, from the Lieut.-Governor of British Columbia, advising of the seizure of the Canadian schooners "Carolina" and "Thornton," by the United States revenue steamer "Corwin," while engaged in sealing in Behrings Sea. Also copy of a letter from Daniel Munroe, master of the Canadian sealing schooner "Onward," which has been already forwarded by His Excellency the Governor General to the Colonial Office and to Her Majesty's Minister at Washington.

The Sub-Committee of Council to whom the papers were referred, observes that it appears that the schooners mentioned were Canadian vessels fitted out for the capture of seals in the North Pacific Ocean adjacent to Vancouver Island, Queen Charlotte Island and Alaska, that they were peaceably pursuing their avocations on the high seas at a distance of some 70 miles from the nearest Island, and more than one hundred miles from the nearest mainland, that they were taken possession of by the United States revenue cutter "Corwin" on the first of August last and towed to the port of Ounalaska.

The crews of the "Thornton" and "Carolina" (with the exception of the captain and one man on each vessel, who were detained at Ounalaska) were sent by steamer to San Francisco and there turned adrift, while the men of the "Onward" were kept at Ounalaska. The schooners and the seals found on board of them were also detained by the United States authorities.

The authority under which these seizures were made is apparently:—(1.) A letter of instruction from the Acting Secretary of the Treasury of the United States to Mr. D'Ancona, the Collector of Customs at San Francisco, dated 12th March, 1881, with enclosures ("A" of the appendix). (2.) A letter from the Secretary of the United States Treasury to the Collector of Customs at San Francisco, dated 16th March, 1886, confirming the instructions given to Mr. D'Ancona in 1881, and ordering publication of the same ("B" of appendix). (3.) The Revised Statutes of the United States, the 1596th section of which prohibits the killing of fur bearing animals within the limits of Alaska Territory, or in the waters thereof, and the Sections 1960 and 1961 of which prohibit the killing of male seal, except at certain times, and under certain restrictions, and of female seals at any time, upon the Islands of St. Paul and St. George, or in the waters adjacent thereto.

The master and mate of the schooner "Thornton" were subsequently (13th August last) brought for trial before Judge Dawson, in the United States district court at Sitka.

The evidence given by the officers of the United States revenue cutter "Corwin" was to the effect that the "Thornton" was seized while in Behrings Sea, about 60 or 70 miles S.S.E. of St. George Island, for the offence of hunting and killing seals within that part of Behrings Sea which was ceded to the United States by Russia in 1867. The judge in his charge to the jury quoted the first article of the treaty of the 30th

March, 1867, between Russia and the United States, in which the boundary of Alaska is defined as follows:—

“The western limit, within which the territories and dominions conveyed are contained, passes through a point in Behrings Straits, on the parallel of sixty-five degrees, thirty minutes north latitude, at its intersection by the meridian, which passes midway between the Island of Krusenstern or Ggnalook and the Island of Ratmanoff or Noonarbrook, and proceeds due north, without limitation, into the same Frozen Ocean. The same western limit, beginning at the same initial point, proceeds then in a straight course, nearly south-west, through Behrings Straits and Behrings Sea so as to pass midway between the north-west point of the Island of St. Lawrence and the south-east point of Cape Choukotski, to the meridian of one hundred and seventy-two west longitude; thence from the intersection of that meridian in a south-westerly direction, so as to pass midway between the Island of Otton and the Copper Island of the Kormandorski Couplet or group, in the North Pacific Ocean, to the meridian of one hundred and ninety-three degrees west longitude, so as to include in the territory conveyed the whole of the Aleutian Islands east of that meridian.” Executive Documents, 2nd Session 40th Congress, vol. 13, Document 177.

The judge is reported to have gone on to say:—

“All the waters within the boundary set forth in this treaty to the western end of the Aleutian Archipelago and chain of islands are to be considered as comprised within the waters of Alaska, and all the penalties prescribed by law against the killing of fur-bearing animals must therefore attach against any violation of law within the limits before described.

“If therefore the jury believe from the evidence that the defendants did by themselves or in conjunction with others, on or about the time charged in the information, kill any otter, mink, martin, sable or fur seal, or other fur bearing animal or animals, on the shores of Alaska, or in the Behrings Sea, east of the one hundred and ninety third degree of west longitude, the jury should find the defendants guilty, and assess their punishment separately, at a fine of not less than \$200 nor more than \$1,000 or imprisonment not more than six months, or by both, such fines within the limits herein set forth, and imprisonment.”

The jury found the prisoners guilty and the master of the “Thornton” was sentenced to 30 days’ imprisonment and to pay a fine of \$500 while the mate was sentenced to a like term of imprisonment and to pay a fine of \$300. It appears from a telegraphic despatch of the 18th of September last, that the masters and mates of the “Onward” and “Carolina” have since also been tried, and sentenced to undergo penalties similar to those inflicted on the master and mate of the “Thornton.”

The Sub-Committee do not here propose to comment on the enlarged construction placed by Judge Dawson on the words “adjacent waters” in the clauses of the Revised Statutes above referred to, further than to remark in passing that its effects would be to convert a purely municipal prohibition into an international obligation, and to claim for the United States a jurisdiction which their Government have in the past not only declined themselves to assert, but which they have strenuously resisted when claimed by another power.

The following brief instance will illustrate the position taken by the United States Government in the recent past:—

As late as the 19th April, 1872, Mr. Boutwell, then Secretary of the United States Treasury, in answer to a request made to him that a revenue cutter should be sent to the region of the Unimak Pass to prevent Australian and Hawaiian vessels from taking seals on their annual migration to the Islands of St. Paul and St. George, declined to accede to the request and added:

“In addition I do not see that the United States would have jurisdiction or power to drive off parties going up there for that purpose unless they made such attempts within a marine league of the shore.”

Going further back in date the Sub-Committee find that in 1822 a claim to sovereignty over the Pacific Ocean north of the 51st degree of latitude was put forward

by Russia. An imperial Ukase issued on the 4—16 September, 1821, regulating commerce, whaling and fishing along the eastern coast of Siberia, the north western coast of North America, and the Aleutian and other islands, and prohibiting all foreign vessels from landing on the coast and islands belonging to Russia, or approaching them within less than 100 Italian miles, was communicated to the American Government on the 11th February, 1822 ("C" of appendix).

The Honorable John Quincy Adams, at that time United States Secretary of State, wrote on the 25th of the same month to M. de Poletica, the Russian Minister Plenipotentiary, expressing the surprise of the President of the United States at the assertion of a territorial claim by Russia extending to the 51st degree of north latitude on this continent; stating that the exclusion of American vessels from the shore beyond the ordinary distance to which the territorial jurisdiction extends had excited still greater surprise and requesting an explanation of the grounds of right, upon principles generally recognized by the laws and usages of nations, which could warrant such claims.

M. de Poletica, in a despatch dated 16—28 February, 1822, defends the prohibition as designed to suppress the furnishing by foreigners of arms and ammunition to the natives of Russian America. He adds, however :—

"The extent of sea of which these possessions form the limits, comprehends all the conditions which are ordinarily attached to shut seas (*mers fermées*), and the Russian Government might consequently judge itself authorized to exercise upon this sea the right of sovereignty, and especially that of entirely interdicting the entrance of foreigners. But it preferred only asserting its essential rights, without taking any advantage of localities."

Mr. Adams deemed it a sufficient answer to this claim to point out the fact that, "the distance from shore to shore on this sea, in latitude 51 north, is not less than 90° of longitude, or 4,000 miles. (State Papers, Vol. 9, p. 471 *et seq.*)

A writer in the *North American Review*, in an article published a few months later, says with respect to Mr. Adams' answer: "A volume on the subject could not have placed the absurdity of the pretensions more glaringly before us." (*North American Review*, Vol. 15, p. 389.)

The position was relinquished by Russia after much negotiation and correspondence (see American State Papers, foreign relations, Vol. 5, p. 432) and on the 17th of April, 1824, a convention was concluded between the United States and that country, which was ratified at Washington on the 12th January, 1825, and of which the 1st article is as follows:—1. "It is agreed that in any part of the Great Ocean, commonly called the Pacific Ocean, or South Sea, the respective citizens or subjects of the high contracting powers shall be neither disturbed nor restrained, either in navigation or in fishing, or in the power of resorting to the coasts upon points which may not already have been occupied for the purpose of trading with the natives, saving always the restrictions and conditions determined by the following articles." (*State Papers*, Vol. 12, p. 595.) The conditions and restrictions relate chiefly to the prevention of illicit trade in spirituous liquors, firearms, &c.

Negotiations between Great Britain and Russia on the subject of the same Ukase and the prohibition above referred to, resulted in a treaty between the two powers, concluded on 28th February, 1825, and containing the following provision, in which the right of fishing and navigation by Great Britain in any part of the Pacific Ocean is recognized :—

"It is agreed that the respective subjects of the high contracting parties shall "not be troubled or molested in any part of the ocean commonly called the Pacific Ocean, either in navigating the same, in fishing therein or in landing at such parts "of the coast as shall not have been already occupied, in order to trade with the "natives under the restrictions and conditions specified in the following articles." (*State Papers*, vol. 12, p. 38.)

So far as the Sub-Committee are aware the claim was never revived until it is now for the first time put forward by the United States.

It does not appear necessary to insist at any great length that the conditions

attaching to *Maria clausa* cannot by any possibility be predicated of Behring Sea, and that the seizure of Canadian vessels at a distance of over 100 miles from the mainland, and 70 miles from the nearest island, constitutes a high-handed extension of maritime jurisdiction unprecedented in the law of nations; but the Sub-Committee cannot conclude without inviting the earnest attention of Her Majesty's Government to the fact that Canadian citizens, seized while engaged in the pursuit of their lawful avocation upon the high seas, and more than 70 miles from the nearest land, have been dragged before a foreign court, their property confiscated and themselves thrown into prison, where they still remain.

The Sub-Committee express their confident hope that such representations will be at once made to the United States Government as will secure the immediate release of the imprisoned men, and full reparation for all losses and damage sustained by them.

The Committee concur in the foregoing report, and they advise that Your Excellency be moved to transmit a copy of this minute, if approved, to the Right Hon. the Secretary of State for the Colonies, and to Her Majesty's Minister at Washington.

All which is respectfully submitted for Your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council.*

INDEX TO APPENDIX.

- A.—Letter from the Acting Secretary United States Treasury Department, to Mr. D'Ancona, the Collector of Customs at San Francisco, dated 12th March, 1881.
- B.—A letter from the Secretary of the United States Treasury Department to the Collector of Customs at San Francisco, dated 16th March, 1886.
- C.—Edict of His Imperial Majesty, Autocrat of all the Russias, dated 4th September, 1886.

APPENDIX A.

TREASURY DEPARTMENT, 12th March, 1881.

D. A. D'ANCONA, 717 O'Farrell street, San Francisco, Cal.

SIR,—Your letter of the 19th ult., requesting certain information in regard to the meaning placed by this Department upon the law regulating the killing of fur-bearing animals in the Territory of Alaska, was duly received.

The law prohibits the killing of any fur-bearing animals, except as therein otherwise provided, within the limits of Alaska Territory, or in the waters thereof, and also prohibits the killing of any fur seals on the islands of St. Paul and St. George, or in the waters adjacent thereto, except during certain months.

You enquire in regard to the interpretation of the terms "waters thereof" and "waters adjacent thereto" as used in the law, and how far the jurisdiction of the United States is to be understood as extending.

Presuming your enquiry to relate more especially to the waters of Western Alaska, you are informed that the Treaty with Russia, of 30th March, 1870, by which the Territory of Alaska was ceded to the United States, defines the boundary of the territory so ceded. The treaty is found on pages 671 to 673 of the volume of *Treaties of the Revised Statutes*. It will be seen, therefore, that the limit of the cession extends from a line starting from the Arctic Ocean and running through Behrings Straits to the north of the St. Lawrence Islands.

The line runs thence in a south-westerly direction, so as to pass midway between the Island of Attan and Copper Island, of the Kormandorski Couplet or Group, in the North Pacific Ocean, to meridian of 173 degrees, west longitude. All the waters within that boundary to the western end of the Aleutian Archipelago and chain of islands, are considered as comprised within the waters of Alaska Territory.

All the penalties prescribed by law against the killing of fur-bearing animals would therefore attach against any violation of law, within the limits before described.

Very respectfully,

H. F. FRENCH, *Acting Secretary.*

APPENDIX B.

TREASURY DEPARTMENT, 16th March, 1886.

SIR,—I transmit herewith for your information a copy of a letter addressed by the Department on 12th March, 1881, to D. A. D'Ancona, concerning the jurisdiction of the United States in the waters of the Territory of Alaska, and the prevention of the killing of fur-seals and other fur-bearing animals within such areas, as prescribed by chapter 3, title 23, of the Revised Statutes. The attention of your predecessor in office was called to this subject on 4th April, 1881. This communication is addressed to you, inasmuch as it is understood that certain parties at your port contemplate the fitting out of expeditions to kill fur-seals in these waters. You are requested to give due publicity to such letters, in order that such parties may be informed of the construction placed by this Department on the provisions of law referred to.

D. MANNING, *Secretary*.

Collector of Customs of San Francisco.

APPENDIX C.

Edict of His Imperial Majesty, Autocrat of all the Russias.

The Directing Senate maketh known unto all men: Whereas, in an edict of His Imperial Majesty, issued to the Directing Senate on the 4th day of September, and signed by His Imperial Majesty's own hand, it is thus expressed:

"Observing from reports submitted to us, that the trade of our subjects on the Aleutian Islands and on the north-west coast of America appertaining unto Russia is subjected, because of illicit and secret traffic, to oppression and impediments; and finding that the principal cause of these difficulties is the want of rules establishing the boundaries for navigation along these coasts, and the order of naval communication, as well in these places as on the whole of the eastern coast of Siberia and the Kurile Islands, we have deemed it necessary to determine these communications by specific regulations which are hereto attached.

"In forwarding these regulations to the Directing Senate, we command that the same be published for universal information, and that the proper measures be taken to carry them into execution.

(Countersigned) COUNT D. GURIEF, *Minister of Finances*.

"It is therefore decreed by the Directing Senate, that His Imperial Majesty's Edict, be published for the information of all men, and that the same be obeyed by all whom it may concern."

The original is signed by the Directing Senate.

On the original is written in the handwriting of His Imperial Majesty, thus:
Be it accordingly,

ALEXANDER.

"Sec. 1. The pursuits of commerce, whaling and fishery, and of all other industry, on all islands, ports and gulfs, including the whole of the north-west coast of America, beginning from Behrings Straits, to the 51st of northern latitude; also from the Aleutian Islands to the eastern coast of Siberia, as well as along the Kurile Islands, from Behrings Straits to the south cape of the Island of Urup, viz., to the 45—50 northern latitude, is exclusively granted to Russian subjects.

"Sec. 2. It is therefore prohibited to all foreign vessels, not only to land on the coasts and islands belonging to Russia, as stated above, but also to approach them within less than a hundred Italian miles. The transgressor's vessel is subject to confiscation, along with the whole cargo."

OTTAWA, 9th April, 1886.

SIR,—I have the honor to transmit herewith a letter just received from Mr. Theodore Lubbe, the managing owner of our British Columbia sealing fleet, and dated 30th ult.; the newspaper clipping attached thereto fully explains the matter embodied therein, and as will be at once seen, it is a matter of vital importance to our

fishing industry and commercial enterprises generally, that the same should engage the attention of the Government at the very earliest possible moment, in order that the owners may be apprised with as little delay as possible how they are to act.

I would therefore respectfully urge that the whole subject be referred to His Excellency the Governor General in Council, so that I may be informed as quickly as is reasonably possible what reply to telegraph; should this mode of procedure be irregular or undesirable, then I would most respectfully ask that such other steps be taken in the premises as to you may appear necessary or expedient so as to avert trouble in the closely approaching season alluded to, and remove all doubt as to the rights of the parties on the "high seas" or otherwise as may appear to be reasonably consistent.

I have the honor to be, Sir, your most obedient servant,

EDGAR CROW BAKER, M. P., *Vice-Pres. B. C. Board of Trade.*

To the Honorable the Secretary of State.

VICTORIA, BRITISH COLUMBIA, 30th March, 1886.

DEAR SIR,—The enclosed clipping explains itself.

The question I wish to ask you is: Can the United States claim the easterly half of Behring Sea as "American Waters?"

The British schooners "Mary Ellen, Favorite, Onward, Gracia, Dolphin, Ann Beck, Wm. P. Sayward, Mary Taylor, Caroline, Alfred Adams and Active" intend to follow the seals into Behrings Sea at the end of the seal fishing season, off the British Columbia coast—say 20th May next. These schooners would spear and shoot seals upon the high seas, and have no occasion to go within thirty miles of any land. You are aware that the British schooner "Mary Ellen" has already made two successful voyages to Behrings Sea, the "Favorite" made also a successful voyage during 1885. Both these vessels were spoken by an American revenue cutter in Behrings Sea last summer, but not in any way molested.

Would it not be well for you to obtain from the Minister of Marine in Ottawa, a written opinion, and further, would you be good enough to communicate to me the substance of such opinion by wire?

Please act promptly and oblige.

Yours truly,

T. LUBBE.

Mr. EDGAR CROW BAKER, M.P., Ottawa.

The letter referred to in my letter dated 9th April, 1886.

EDGAR CROW BAKER, M.P.

WARNING TO SEAL HUNTERS.

The Treasury Department having become informed that certain parties are fitting out expeditions for the purpose of killing fur seals and other fur-bearing animals in Alaskan waters, gives the following information to parties concerned as to how far the jurisdiction of the United States extends in the matter:

The Treaty with Russia, of 30th March, 1870, by which the Territory of Alaska was ceded to the United States, defines the boundary of the territory so ceded. It will be seen therefrom that the limit of cession extends from a line starting from the Arctic Ocean and running through Behrings Strait to the north of St. Lawrence Islands. The line runs thence in a south-westerly direction, so as to pass midway between the Island of Atton and Copper Island of the Kromandorski Couplet or Group, in the North Pacific Ocean, to meridian 193 degrees west longitude. All the waters within that boundary to the western end of the Aleutian Archipelago and chain of islands are considered as comprised within the waters of Alaska Territory. All the penalties prescribed by law against the killing of fur-bearing animals would there fore attach against any violation of law within the limits prescribed.

VICTORIA, B. C., 2nd April, 1886.

DEAR SIR,—The enclosed clipping is upon the same subject but more fully than the one sent you 30th ult.

Please attend to this matter promptly.

With regards,

MR. EDGAR CROW BAKER, M. P., Ottawa.

T. LUBBE.

The "Alaska Commercial Company" is evidently pulling the wires.—T. L.

ALASKA SEAL CATCHING.

The story goes that some poachers were fitting out in this port to kill seals on the federal preserves in Alaskan waters. To warn all such parties, Secretary Manning addressed the following note to Collector Hager :

TREASURY DEPARTMENT, 6th March, 1886.

SIR,—I transmit herewith for your information a copy of a letter addressed by the Department on the 12th March 1881, to D. A. D'Ancona concerning the jurisdiction of the United States in the waters of the territory of Alaska and the prevention of the killing of fur-seals and other fur-bearing animals within such areas as prescribed by chapter 3rd, title 23 of the Revised Statutes. The attention of your predecessor in office was called to this subject on the 4th April, 1881. This communication is addressed to you, inasmuch as it is understood that certain parties at your port contemplate the fitting out of expeditions to kill fur-seals in these waters. You are requested to give due publicity to such letters, in order that such parties may be informed of the construction placed by this Department upon the provision of law referred to.

Respectfully yours,

Collector of Customs, San Francisco.

D. MANNING, *Secretary*.

Upon reference to back files we find the full explanation of this note in the letter referred to which is as follows :—

TREASURY DEPARTMENT, 12th March, 1881.

SIR,—Your letter of the 19th ult., requesting certain information in regard to the meaning placed by this Department upon the law regulating the killing of fur-bearing animals in the Territory of Alaska, was duly received.

The law prohibits the killing of any fur-bearing animals, except as otherwise therein provided within the limits of Alaska Territory, or in the waters thereof, and also prohibits the killing of any fur-seals on the islands of St. Paul and St. George, or in the waters adjacent thereto, except during certain months.

You enquire in regard to the interpretation of the terms "waters thereof" and "waters adjacent thereto," as used in the law, and how far the jurisdiction of the United States is to be understood as extending.

Presuming your enquiry to relate more especially to the waters of Western Alaska, you are informed that the treaty with Russia, of 30th March, 1870, by which the Territory of Alaska was ceded to the United States, defines the boundary of the territory so ceded. This treaty is found on pages 671 to 673 of the volume of treaties of the Revised Statutes. It will be seen, therefore, that the limit of the cession extends from a line starting from the Arctic Ocean, and running through Behrings Strait to the north of St. Lawrence Islands.

The line runs thence in a south-westerly direction, so as to pass midway between the Island of Atton and Copper Island, of the Kormansdorski Couplet or Group, in the North Pacific Ocean, to meridian of 173 degrees west longitude. All the waters within that boundary, to the western end of the Aleutian Archipelago and chain of islands, are considered as comprised within the waters of Alaska Territory. All the penalties prescribed by law against the killing of fur-bearing animals would therefore attach against any violation of law within the limits before described.

Very respectfully,

H. F. FRENCH, *Acting Secretary*.

D. A. D'Ancona, 717 O'Farrell St., San Francisco, California.

All parties are warned that the rule laid down by the Secretary of the Treasury of the United States, in 1881, and reaffirmed in the note of Secretary Manning to the collector of this port of date of 16th March, 1886, will be rigidly enforced against all who attempt to poach upon the federal preserve by killing seals within its limits, there laid down and defined in the waters of Alaska. From that preserve the federal Government derives its revenue, and its lessee is entitled to the protection proffered by the note of the Secretary referred to.

CONTRABAND SEAL HUNTING.

Noticing in your issue of the "Call" of the 25th instant, an article referring to the Alaska Fur Company's territory, to oblige a number of your subscribers, will you kindly inform us if a vessel hunting seal a marine league off shore in Behrings Sea would be liable to seizure, or does the marine league limit apply to that territory as it does to all land in the high seas?

SEVERAL INTERESTED SUBSCRIBERS.

Section 1956, Revised Statutes of the United States, prohibits the killing of fur-bearing animals within the limits of Alaska Territory or the waters thereof, except under an authorization from the Secretary of the Treasury, and it further provides that the Secretary shall not grant any special privileges under this section. Then comes the enquiry: What is included in the term "the waters thereof?"

The treaty by which Alaska was ceded to the United States by Russia defines the boundaries of the jurisdiction thus conveyed. The western limit which extends out on the high seas (a questionable conveyance) as far as the meridian of 193° west longitude, so as to include the whole of the Aleutian Archipelago, and thence proceeds north-west to the intersection of the meridian 172° W., with the parallel of 65° 30' N., passes through the middle of Behrings Strait, midway between the islands of Krusenstern, or Ignalook and Rotmanoff, and thence due north without limitation into the Frozen Ocean. By Act of Congress the laws of the United States are extended over all this territory and water. As Behrings Strait, at its narrowest, is 36 miles wide, 9 miles from the Alaskan mainland coast, would not begin to reach the western limit of our purchase from Russia, and until the right of the United States Government to exclusive jurisdiction over those waters is successfully controverted, you must not violate the law of Congress by killing seals therein, without the consent of the Secretary of the Treasury, on peril of confiscation. According to the current of modern authority, says Chancellor Kent, the general territorial jurisdiction extends into the sea as far as a cannon shot will reach, and no farther, and this is generally calculated to be a marine league (three miles); and the Congress of the United States has recognized this limitation. The claim of Russia to sovereignty over the Pacific Ocean north of the 51st° of latitude, as a close sea, was considered by our Government in 1822 as being against the rights of other nations; but now as we have bought Russia out, it is all right. One's opinions change according to one's standpoint, and besides, cannons shoot farther now than they used to.

VICTORIA, B.C., 12th April, 1886.

DEAR SIR,—Please see fol. 10 and 11 of the enclosed document.

Yours truly,

MR. EDGAR CROW BAKER, House of Commons, Ottawa.

T. LUBBE.

Charles Edward Pooley, a Public Notary in and for the Province of British Columbia duly commissioned and sworn, residing and practising in the city of Victoria, in the said Province, do hereby certify that the annexed paper writings are full, true and correct copies of the sworn copy sworn to be a correct copy by John T. Fogarty, at the city of San Francisco, in the State of California, on the 23rd day of December, 1885, before John E. Hamill, Notary Public.

In testimony whereof I have hereunto set my hand and seal of office at the city of Victoria aforesaid, the 12th day of April, 1886.

CHARLES E. POOLEY, *Notary Public, Victoria, B.C.*

PUBLIC No. 120.

AN ACT TO PREVENT THE EXTERMINATION OF FUR-BEARING ANIMALS IN ALASKA.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that it shall be unlawful to kill any fur-seal upon the Islands of St. Paul and St. George, or in the waters adjacent thereto, except during the months of June, July, September and October in each year, and it shall be unlawful to kill such seals at any time by the use of fire-arms, or use other means tending to drive the seals away from said islands. Provided that the natives of said islands shall have the privilege of killing such young seals as may be necessary for their own food and clothing during other months, and also such old seals as may be required for their own clothing and for the manufacture of boats for their own use, which killing shall be limited and controlled by such regulations as shall be prescribed by the Secretary of the Treasury.

Sec. 2. And be it further enacted, that it shall be unlawful to kill any female seal, or any seal less than one year old, at any season of the year, except as above provided; and it shall also be unlawful to kill any seal in the waters adjacent to said islands, or on the beaches, cliffs or rocks where they haul up from the sea to remain; and any person who shall violate either of the provisions of this or the 1st section of this Act shall be punished, on conviction thereof, for such offence by a fine of not less than two hundred dollars, nor more than one thousand dollars, or by imprisonment not exceeding six months, or by such fine and imprisonment, both at the discretion of the court having jurisdiction by taking cognizance of the offence; and all vessels, their tackle, apparel, and furniture whose crew shall be found engaged in the violation of any of the provisions of this Act shall be forfeited to the United States.

Sec. 3. And be it further enacted that for the period of twenty years from and after the passing of this Act the number of fur seals which may be killed for their skins upon the Island of St. Paul is hereby limited and restricted to seventy five thousand per annum; and the number of fur seals which may be killed for their skins upon the Island of St. George is hereby limited and restricted to twenty five thousand per annum: Provided that the Secretary of the Treasury may restrict and limit the right of killing if it shall become necessary for the preservation of such seals with such proportionate reduction of the rents reserved to the Government as shall be right and proper, and if any person shall knowingly violate either of the provisions of this section, he shall, upon due conviction thereof, be punished in the same way as provided herein for a violation of the provisions of the first and second sections of this Act.

Sec. 4. And be it further enacted, that immediately upon the passage of this Act, the Secretary of the Treasury shall lease for the rental mentioned in section 6 of this Act, to proper and responsible parties, to the best advantage of the United States having due regard to the interests of the Government, the native inhabitants, the parties heretofore engaged in trade, and the protection of the seal fisheries for a term of twenty years from the first day of May, 1870, the right to engage in the business of taking fur seals on the Islands of St. Paul and St. George, and to send a vessel or vessels to said islands for the skins of such seals, giving to the lessee or lessees of said islands a lease, duly executed in duplicate not transferable, and taken from the lessee or lessees of said islands a bond with sufficient securities in a sum not less than five hundred thousand dollars conditioned for the faithful observance of all the laws and requirements of Congress and of the regulations of the Secretary of the Treasury touching the subject matter of taking fur seals and disposing of the same, and for the payment of all taxes and dues according to the United States connected therewith, and in making said lease the Secretary of the Treasury shall have due regard to the preservation of the seal fur trade of said islands and the comfort, maintenance, and education of the natives thereof. The said lessees shall furnish to the several masters of vessels employed by them certified copies of the lease held by them respectively, which shall be presented to the Government revenue officer for

the time being who may be in charge at the said islands as the authority of the party for landing and taking skins.

Sec. 5. And be it further enacted, that at the expiration of said term of twenty years or on surrender or forfeiture of any lease, other leases may be made in manner aforesaid for other terms of twenty years; but no persons other than American citizens shall be permitted by lease or otherwise, to occupy said islands or either of them, for the purpose of taking the skins of fur seals therefrom, nor shall any foreign vessel be engaged in taking such skins, and the Secretary of the Treasury shall vacate and declare any lease forfeited if the same be held or operated for the use, benefit, or advantage, directly or indirectly, of any person or persons other than American citizens. Every lease shall contain a covenant on the part of the lessee that he will not keep, sell, furnish, give or dispose of any distilled spirits or spirituous liquors on either of said islands to any of the natives thereof, such person not being a physician and furnishing the same for use as medicine; and any person who shall kill any fur seal on either of said islands, or in the waters adjacent thereto, without authority of the lessees thereof, and any person who shall molest, disturb or interfere with said lessees, or either of them, or their agents or employees in the lawful prosecution of their business under the provisions of this Act, shall be deemed guilty of a misdemeanor and shall for each offence on conviction thereof, be punished in the same way and by like penalties as prescribed in the second section of this Act. And all vessels, their tackle, apparel, appurtenances and cargo, whose crews shall be found engaged in any violation of either of the provisions of this section, shall be forfeited to the United States; and if any person or company under any lease herein authorized, shall knowingly kill, or permit to be killed, any number of seals exceeding the number for each island in this Act prescribed, such person or company shall, in addition to the penalties and forfeitures aforesaid, also forfeit the whole number of the skins of seals killed in that year, or, in case the same have been disposed of, then said person or company shall forfeit the value of the same, and it shall be the duty of any revenue officer officially acting as such on either of said islands, to seize and destroy any distilled spirits or spirituous liquors found thereon: Provided, that such officer shall make detailed report of his doings to the collector of the port.

Sec. 6. And be it further enacted, that the annual rental to be reserved by said lease shall not be less than fifty thousand dollars per annum; to be secured by deposit of United States bonds to that amount, and in addition thereto a revenue tax as duty, of two dollars, is hereby laid upon such fur seal skin taken and shipped from said Islands during the continuance of such lease, to be paid into the Treasury of the United States; and the Secretary of the Treasury is hereby empowered and authorized to make all needful rules and regulations for the collection and payment of the same, for the comfort, maintenance, education and protection of the natives of said Islands, and also for carrying into full effect all the provisions of this Act: Provided further, that the Secretary of the Treasury may terminate any lease given to any person, company or corporation on full and satisfactory proof of the violation of any of the provisions of this Act or the rules and regulations established by him: Provided further, that the Secretary of the Treasury is hereby authorized to deliver to the owners of the fur seal skins now stored on the Islands, on the payment of one dollar for each of said skins taken and shipped away by said owners.

Sec. 7. And be it further enacted, that the provisions of the seventh and eighth sections of an "Act to extend the laws of the United States relating to customs, commerce, and navigation over the territory ceded to the United States by Russia, to establish a collection district thereon and for other purposes," approved July 27th, 1868, shall be deemed to apply to this Act, and all the prosecutions for offences committed against the provisions of this Act, and all other proceedings had because of the violations of the provisions of this Act, and which are authorized by said Act above mentioned, shall be in accordance with the provisions thereof; and all Acts and parts of Acts inconsistent with the provisions of this Act are hereby repealed.

Sec. 8. And be it further enacted, that the Congress may at any time hereafter, alter, amend, or repeal this Act.

Approved July 1st, 1870.

TREASURY DEPARTMENT, Washington D.C., April 19th, 1872.

SIR, — Your letter of the 25th ultimo was duly received, calling the attention of the Department to certain rumors circulating in San Francisco, to the effect that expeditions are to start from Australia and the Hawaiian Islands, to take fur seals on their annual migration to the Islands of St. Paul and St. George, through the narrow pass of Unimak. You recommend, to cut off the possibility of evil resulting to the interests of the United States from these expeditions; that a revenue cutter be sent to the region of Unimak Pass, by the 15th of May next. A very full conversation was had with Captain Bryant upon this subject while he was at the Department, and he convinced it to be entirely impracticable to make such an expedition a paying one, inasmuch as the seals go singly or in pairs, and not in droves, and cover a large region of water in their homeward travel to these Islands, and he did not seem to fear that the seals would be driven from their accustomed resorts, even were such attempts made.

In addition I do not see that the United States would have the jurisdiction or power to drive off parties going up there for that purpose, unless they made such attempt within a marine league of the shore.

As at present advised, I do not think it expedient to carry out your suggestions; but I will thank you to communicate to the Department any further facts or information you may be able to gather upon the subject.

I am, very respectfully,

GEO. S. BOUTWELL, *Secretary.*

This Indenture, in duplicate, made this 3rd day of August, A.D. 1870, by and between William A. Richardson, Acting Secretary of the Treasury, in pursuance of an Act of Congress, approved July 1st, 1870, entitled: "An Act to prevent the extermination of fur-bearing animals in Alaska," and the Alaska Commercial Company, a corporation duly established under the laws of the State of California, acting by John F. Miller, its President and Agent, in accordance with a resolution of said corporation, duly adopted at a meeting of its Board of Trustees, held January 31st, 1870;

Witnesseth,—That the said Secretary hereby leases to the said Alaska Commercial Company, without power to transfer, for the term of twenty years, from the 1st day of May, 1870, the right to engage in the business of taking fur seals on the islands of St. George and St. Paul, within the Territory of Alaska, and to send a vessel or vessels to said islands for the skins of such seals.

And the said Alaska Commercial Company, in consideration of their right under this lease, hereby covenant and agree to pay for each year during said term and in proportion during any part thereof, the sum of \$55,000 into the treasury of the United States, in accordance with the regulations of the Secretary, to be made for this purpose under said Act, which payment shall be secured by deposit of United States bonds to that amount; and also covenant and agree to pay annually into the Treasury of the United States under said rules and regulations, a revenue tax or duty of \$2 upon each fur, seal skin taken and shipped by them, in accordance with the provisions of the Act aforesaid; and also the sum of 62½ cents for each fur seal skin taken and shipped, and 55 cents per gallon for each gallon of oil obtained from said seals for sale on said islands or elsewhere, and sold by said company. And also covenant and agree, in accordance with said rules and regulations, to furnish free of charge, the inhabitants of the islands of St. Paul and St. George annually during said term, 25,000 dried salmon, 60 cords firewood, and a sufficient quantity of salt, and a sufficient number of barrels for preserving the necessary supply of meat.

And the said lessees also hereby covenant and agree during the term aforesaid, to maintain a school on each island, in accordance with said rules and regulations,

and suitable for the education of the natives of said islands, for a period of not less than eight months in each year.

And the said lessees further covenant and agree not to kill upon said island of St. Paul more than 75,000 fur seals, and upon the island of St. George not more than 25,000 fur seals per annum; not to kill any fur seal upon the island aforesaid in any other month except the months of June, July, September and October of each year; not to kill such seals at any time by the use of firearms or other means tending to drive the seals from said islands; not to kill any female seal or any seal less than one year old; not to kill any seal in the waters adjacent to said islands or on the beaches, cliffs or rocks where they haul up from the sea to remain.

And the said lessees further covenant and agree to abide by any restriction or limitation upon the rights to kill seals under this lease, that the Act prescribes or that the Secretary of the Treasury shall judge necessary for the preservation of such seals.

And the said lessees hereby agree that they will not in any way sell, transfer or assign this lease, and that any transfer, sale or assignment of the same shall be void or of no effect.

And the said lessees further covenant and agree to furnish to the several masters of the vessels employed by them, certified copies of this lease, to be presented to the Government revenue officers for the time being in charge of said islands, as the authority of said lessees for the landing and taking said skins.

And the said lessees further covenant and agree that they or their agents shall not keep, sell, furnish, give or dispose of any distilled spirits or spirituous liquors on either of said islands to any of the natives thereof, such person not being a physician furnishing the same for use as medicine.

And the said lessees further covenant and agree that this lease is accepted subject to all needful rules and regulations which shall at any time or times hereafter be made by the Secretary of the Treasury for the collection and payment of the rentals herein agreed to be paid by said lessees, for the comfort, maintenance, education, and protection of the natives of said islands, and for carrying into effect all the provisions of the Act aforesaid, and will abide by and conform to said rules and regulations.

And the said lessees, accepting this lease with a full knowledge of the provisions of the aforesaid Act of Congress, further covenant and agree that they will fulfil all the provisions, requirements and limitations of said Act, whether herein specifically set out or not.

In witness whereof the parties aforesaid have hereunto set their hands and seals the day and year above written.

WILLIAM A. RICHARDSON, *Acting Secretary of the Treasury.*
ALASKA COMMERCIAL COMPANY.

By Jno. F. MILLER, *President.*

Executed in presence of J. H. SAVILLE.

I certify the foregoing printed copy of the lease of the United States to the Alaska Commercial Company of the right to take fur seals in the Territory of Alaska, has been compared with the original on file in this Department and is a true copy thereof.

J. H. SAVILLE, *Chief Clerk, Treasury Department.*

WASHINGTON, D.C., September 3rd, 1870.
State of California, City and County }
of San Francisco.

COLLECTOR'S OFFICE, CUSTOM HOUSE, December 23rd, 1885.

I hereby certify the foregoing to be correct copies of original documents on file in this office.

State of California, City and County }
of San Francisco.

John T. Fogarty, being duly sworn, deposes and says that the foregoing are true and correct copies of original documents on file in the office of the Collector of Customs of the Port of San Francisco, that he has compared the foregoing with said originals and knows them to be correct copies to his own knowledge.

JOHN T. FOGARTY.

Subscribed and sworn to, before me, this 23rd day of December, 1885.

JOHN R. HAMILL, Notary Public.

THE ALASKA SEIZURES.

A Common Sense View of the Whole Situation.—A Brooklyn Paper Speaks Out.—What is the Law?—The Greatest Maritime Judge Living.—The Seal Monopoly.

[From the "Brooklyn Eagle."]

The recent seizure of vessels in Behrings Sea by the United States revenue steamer "Corwin," for the alleged illegal capture of seals in the waters of the United States has attracted a surprisingly slight amount of attention, in this quarter at least. This is probably due to the fact that the Cabinet has not had a meeting for some time, and that but one Cabinet Minister remained in Washington, so that there was a lack of information on the subject which was unfavorable to its discussion. Now, however, we have something like an official report of what took place from the Captain of the "Corwin," and the matter is ripe for the attention of the press of the United States. No one who gives the subject his notice can fail to recognize the fact that it is one of the most important questions this Government was ever called upon to discuss, and that it may involve consequences of the highest moment.

The Captain of the "Corwin," it would appear, was acting under positive instructions received at San Francisco, commanding him to seize and deliver to the United States District Court of Alaska, for condemnation and seizure, all vessels found engaged in the capture of seals within Alaskan waters, which were defined to include all of Behrings Sea east of the line from Behrings Strait to a point west of the most western of the Aleutian Islands. Under this interpretation a vessel might be more than 500 miles from the mainland of America and still a trespasser in Alaskan waters, and therefore liable to seizure. The complaints which led to the issuing of these instructions came from the Alaska Fur Seal Company, who lease the seal fisheries from the Government for the payment of \$317,000 annually.

The vessels captured were six in number, three of them being described as British, one American, from San Francisco, but the nationality of the other two is not given. It is not pretended that any of them was within a marine league of the shore; in fact, the only vessel whose place of capture is specifically stated in the despatch is the British schooner "Thornton," which, the Captain of the "Corwin" says, was captured about 70 miles south-south-east of St. George. This would bring her 150 miles from the chain of the Aleutian Islands and 300 miles from the nearest point of the mainland.

The captured schooners were taken to Ounala-ska, where they were libelled for condemnation, and their crews were conveyed to Sitka, where the masters and mates, in addition to the loss of their vessels, were tried before Judge Dawson and fined and imprisoned.

In the case of the "Thornton," the Captain was fined \$500 and to be imprisoned for thirty days, while the mate of the same vessel was fined \$300. Judge Dawson, in passing sentence, was very severe on the prisoners and likened their offence to piracy, telling them that they had no more right to go into the waters of another nation to interfere with its industries than they had to go upon another man's land and appropriate his crops. Judge Dawson, although only a district judge, considers that his jurisdiction extends over the whole of the waters of Alaska, comprising about a million square miles of what would elsewhere be regarded as the high seas, so that he may be safely regarded as the greatest maritime judge extant.

If it should be reported some day in the papers that a Gloucester fisherman had been captured by a Canadian cruiser 300 miles off the coast of Nova Scotia, and that

her master and mate, in addition to the loss of their vessel, had been heavily fined, and were then languishing in a Canadian prison, there would probably be some indignation in New England. Yet that, as regards the maritime aspect of the case, is substantially what the Alaskan seizures amount to. It is maintained, however, that the circumstances of these cases are modified by the fact that Russia claimed the whole of Behrings Sea as part of her territory, and that the waters claimed by this Government were ceded as part of Alaska. Judge Dawson is reported to have said on this point that Russia had claimed and exercised jurisdiction over all that part of Behrings Sea embraced in the boundary line set forth in the Treaty, and that claim had been tacitly recognized and acquiesced in by the other maritime powers of the world for a long series of years prior to the Treaty of 30th March, 1867. He held that the jurisdiction had been transferred, and that the United States had acquired absolute control and dominion over the area described in the treaty, and that British vessels manned by British subjects had no right to navigate the waters for the purpose of killing fur-bearing seals. If this is good law, that is the end of the matter; but is it good law? Unless we are greatly in error there are copies of despatches on the files of the State Department, written prior to 1867, in which the Russian claim is distinctly repudiated and denied. Circumstances may have changed since then as to our attitude toward the subject, but the principle has not. And we doubt greatly whether the United States would ever have admitted such a claim if made by another nation. What would be said, for instance, if the British undertook to prevent an American whaler from entering Hudson Bay or traversing the western half of that arm of the Atlantic Ocean which leads to it? Maritime law and international are the same whether on the Atlantic or the Pacific, and there is certainly something grotesque in the sight of hundreds of American fishermen hovering on the Canadian Atlantic coast just beyond the three-mile limit and claiming to enter all bays more than three miles wide at the mouth, and fish, while on the Pacific Canadian vessels are captured three hundred miles from the mainland, and the claim is made that a bay more than one thousand miles wide at the mouth shall be a closed sea to them.

There is another aspect to the case, not international, but national. One of the vessels captured was an American schooner from San Francisco. All other American vessels, except those of the Alaska Seal Fur Company, are, therefore, excluded from these waters which are claimed as belonging to Alaska. Is there any warrant for this in the Constitution of the United States? It has been the evil policy of the nation to give up the whole Territory of Alaska to one gigantic monopoly, to discourage settlement and all legitimate enterprises not connected with the fur trade. Is this policy to be continued? It surely was not for this purpose that the territory was bought, but that its resources might be developed and such parts of it as are suitable for settlement opened to industrious workers. But for nineteen years Alaska has been nothing but the reserve of a great corporation, which is even now scheming to obtain a renewal of its franchise there. The matter is one of the greatest interest and importance to the American people, who are not desirous of establishing monopolies in Alaska or elsewhere, but wish to see all their territory opened up and made available for the use of all our citizens.

GOVERNMENT HOUSE, VICTORIA, B. C., August 25th, 1886.

SIR,—I have the honor to report that a few days since I received a telegram from Mr. Mason, acting British Consul at San Francisco, to the following effect: "‘Carolina,’ ‘Thornton,’ seized by United States steamer ‘Corwin’ for illegal sealing; about twenty men from them put on board ‘St. Paul’; arrived here last night; they ask me for protection and to send them to Victoria. Advise me what to do, they are not charged with anything." Upon receipt of this, I arranged with the owners of the "Carolina," and "Thornton" for the return of the men here, and they arrived on the 23rd.

The "Carolina" and "Thornton," belonging to different owners, are sloops owned here, and fitted out here for the prosecution of seal fishing in the North Pacific

and Behrings Sea. It seems, from the accounts given, that they were peaceably pursuing their avocations, and not within 70 miles of land when they were seized by United States revenue steamer "Corwin," as above stated. Some of the men were shipped to San Francisco; the sloops and their masters are retained in some Alaskan port. This extraordinary and high-handed proceeding was doubtless perpetrated in the interests of the Alaska Commercial Company and ostensibly for the protection of the fur sealing fisheries which are leased by the Government of the United States to that company. In reality it proclaims the right of that Government to the sole use of the fisheries of those northern waters, an idea so preposterous as to be ludicrous. I enclose a cutting from a newspaper published here which gives as correct an account of the matter as we have at present, and also a statement of the facts relating to the transfer to the United States of the Russian American possessions, and of the lease and concessions granted by the Government of the United States to the company above mentioned. The matter has been already laid before the Honorable the Minister of Marine and Fisheries, who opportunely arrived here a few days after my receiving information of it, but I beg to call your earnest attention to it, so that the whole case being laid before the Imperial authorities, steps may be taken not only to cause reparations to be made for the outrage committed, but to definitely prevent any possible repetition of it.

I have the honor to be, Sir, your obedient servant,

CLEMENT F. CORNWALL, *Lieutenant-Governor*,

SEALING SCHOONER SEIZURES.

As the late seizures of an American and three British sealing schooners by an American revenue cutter in the Behrings Sea are almost certain to lead to international complications on account of the extravagance of the assumption upon which those seizures were made, a brief history of the events which led up to them will be acceptable at the present time. In March, 1867, a Treaty was made between Russia and the United States, by which Russia ceded all its possessions in British North America to the Government of the United States. One of the terms of that Treaty declared that the western limit, within which the territories and dominion conveyed are contained passes through a point in Behrings Straits on the parallel of 65 degrees 30 minutes north latitude at its intersection by the meridian, which passes midway between the Islands of Krusenstern or Ignalook and the Island Ratmanoff or Noon-arbook, and proceeds due north without limitation into the frozen ocean. The same western limit beginning at the same initial point, proceeds thence in a course nearly south-west through Behrings Sea, so as to pass midway between the north-west point of St. Lawrence and the south-east point of Cape Choutkotski, to the meridian of 172 west longitude, thence from the intersection of that meridian in a south-westerly direction, so as to pass midway between the Island of Atton and the Copper Island of the Kormandorski couplet or group in the North Pacific Ocean, to the meridian of 179 degrees west longitude, so as to include in the territory conveyed the whole of the Aleutian Islands east of that meridian. So far, so good. In July, 1870, in the second session of the forty-first Congress, an Act was passed entitled "An Act to prevent the extermination of fur-bearing animals in Alaska," in which the number of seals to be killed for their skins was limited on St. Paul's and St. George's Islands, to 75,000 per annum on each island, with power by the Secretary of the Treasury to further limit the number if necessary, and giving that official power to lease for rental mentioned in the Act, to proper and responsible parties, to the best advantage of the United States, having due regard to the interests of the Government, the native inhabitants, the parties hitherto engaged in trade, and the protection of the seal fisheries, for a term of twenty-five years, from May, 1870, the right to engage in taking seals on the Islands of St. Paul and St. George. Another section declares that any person who shall kill any fur seal on either of said islands, or in the waters adjacent thereto, without authority from the lessees thereof, or interfere with them in the lawful prosecution of their duty, shall be deemed guilty of a misdemeanor, and shall for

each offence, upon conviction, be punished, and all their vessels, tackle, apparel, appurtenances and cargo shall be forfeited to the United States. In the month following the passage of this Act, that is, in August, 1870, a lease called the Seal Island Lease, was executed between the United States Government and the Alaska Commercial Company - a corporation established in California. In return for the exclusive privilege of taking for twenty years (with certain restrictions) fur seals in the Islands of St. Paul and St. George, the lessees agreed to pay to the Government an annual sum of \$55,000, \$2.62½ for each seal skin taken, 55 cents for each gallon of seal oil sold, and to annually provide the natives with a certain quantity of provisions and fuel. The months of June, July, September and October, were, moreover, the only months during which the capture of seals could be prosecuted. Under this lease or concession, this company has perpetuated its monopoly for sixteen years, reaping a vast profit therefrom. Not satisfied with the prolific source of its supply and the facilities afforded it for engaging in the business, the company has sought and practically succeeded in controlling the seal fur market by its aggressiveness in pretending to construe the term "and the waters adjacent thereto," as meaning that vast sea of waters included in the limits of cession named in the Russo-American Treaty of 1867. In this interpretation, it has received the unrelaxed support of the United States Government, whose interests in the matter are identical with those of the company; and here it may be remarked that the royalty paid by the latter furnishes a handsome profit upon the purchase money of Alaska Territory.

One or two American revenue cutters are always cruising in the Behrings Sea and that portion of the North Pacific to the south of the Aleutian Islands, ever on the alert to prevent any vessels but those of the Alaska Commercial Company from capturing seals there. Meeting with no effectual opposition and the cost of litigation precluding any chance of success for the appellant, the Government has become more and more aggressive until finally, changing from a defensive to an offensive supervision, their action has culminated in the deliberate seizure of three British sealing schooners upon—whatever a national greed may declare to the contrary—the high and open seas—recognized by international law as part of the world's great highway—free to the commerce of all countries, and a natural means of the intercourse of all nations. It is laid down as one of the first principles of maritime and commercial international law, that the open sea or main ocean is like the atmosphere, free for common use to all mankind, and cannot be appropriated by any State to the exclusion of the others. Bearing in mind the huge improbability of the act of the revenue cutter not being in consonance with Governmental orders, what do we find? That a nation disregarding on one coast the belt of the sea litoral which constitutes the range belonging to coast defences, is actually assuming on another coast supreme maritime jurisdiction over a waste of waters comprising half of the northern portion of a vast ocean. In the exercise of this self-arrogated authority foreign mercantile vessels are forcibly seized, and, with their cargoes, are declared confiscated; while, with an unaccountable magnanimity, the crews, after being landed at an American port many hundreds of miles distant from the scene of their capture, are allowed to go at large. It may be advanced that if open to indiscriminate capture the fur seal would have ere this become extinct or nearly so. But though this has been the case with the seal in southern regions, it is a fact, which deplorable as it may be, would furnish a most flimsy excuse to a Government whose regulation of the industry in Alaskan waters is prompted not by philanthropy, but by strictly mercenary considerations. So far has this latter disposition carried them as to cause them to become responsible for an act which if committed by a vessel privately manned and owned, would bear but one interpretation. As it is, the act is one that is rash, aggressive, and in the face of what is known, bitterly unjust, and is already spoken of as an unworthy means of reprisal for the late seizures made by Canada of American fishing vessels on the Atlantic coast. The sealing schooners when seized were over seventy miles from any land, and how, with this fact before them, the United States Government can attempt, with any show of reason, to justify the conduct of the commander of the "Corwin" it is difficult to imagine. With what evidence we have at hand, the seizures and

detention are manifestly illegal; and representations of the affair through the proper official channels, have already been forwarded to the Home Government. Britain is not belligerent; the strength she possesses—imparted by the commerce she conducts in every quarter of the globe—she does not misuse. But she has “grit” and accords justice; and, while respecting the right of other nations to traverse the high seas unmolested, expects, and is in a position to secure, recognition of that same right for herself.

From the (Portland) “Oregonian”, United States.

THE ALASKA FRAUD.

Seizure of British schooners in Behrings Sea.

NEWPORT, August 20th.

Editor “Oregonian.”—The seizure of the British vessels in the waters of Alaska has probably raised an issue and will result in settling a question of great importance to the American people, and especially to the people of the Pacific coast.

Of all the blunders or frauds committed by the Republican party there is probably none more palpable or positive, yet better concealed, than the acquisition and disposition of Alaska. And it seems strange that our people could rest so long and so quietly under so great a wrong as has been committed. The purchase of Alaska from Russia was all right. It was a good investment, and reflects credit on Secretary Seward and the Administration that consummated the purchase. But the disposition of it afterwards was all wrong, and is a gross injustice to the American people, and is a piece of secret history that may never be written.

Let us briefly view the facts. Alaska was bought for about seven million dollars, and paid for out of the common treasury of the United States, and then what was done? Was it thrown open to settlement, so that American citizens could search out its hidden wealth and develop its wonderful resources? No, but on the contrary it was closed up like a sealed book and handed over to the care and custody of a private corporation to draw millions from, while American citizens were carefully excluded or hunted like pirates, if they ventured within its limits. Of course it is claimed that the Alaska Commercial Company merely acquired the right from the Government to the two small islands of “St. George and St. Paul.” But let any person attempt to fit out a small vessel for the purpose of trading or hunting in Alaska, and he will soon discover that the Alaska Commercial Company are sovereigns, and reign supreme over all the broad territory, and the collectors of Customs and all the revenue officers of the Government seem to be their servants, and stand ready to do their bidding. I said the rights acquired by this company are a part of the secret history of the country; how they obtained this valuable franchise may never be known to the public; but it is claimed by many that it was simply the result of downright bribery and corruption from General Grant, down through each department of the Government. And money has been poured out freely to obtain and maintain their ill-gotten rights. But it would take too much of your valuable space to discuss all that is involved in this part of the question. This grasping monopoly, not satisfied with the almost exclusive control of this vast domain, containing over five hundred thousand square miles, now assume the ownership of the Behrings Sea, and are employing their servants, the revenue officials, to hunt down and seize the little hunting vessels that have been going up there for the past few years to hunt for seals in the open sea. But, fortunately for American citizens, they have probably gone a step too far, and by seizing the British vessels the question of this company's title may be tested and decided. The question may be asked, how did the Alaska Commercial Company acquire a title to Behrings Sea? Perhaps it may be answered, from the United States Government. Well, how did the United States Government obtain the title? It may be answered again, from Russia. But when and how did Russia ever obtain exclusive control of this vast sea, and by what right did she convey it to the United States? For it appears that in the conveyance of this territory by Russia to the United States they drew the dividing or boundary line down through the centre of Behrings Straits, and then down through the Aleutian Islands to the Meridian 173

degrees west longitude. May they not as well have continued the line south through the Pacific Ocean to the South Pole, and thus divided the whole Pacific between the United States and Russia. I say it is fortunate that these British vessels have been seized, because by this means, and probably only by such means, could one ever hope for a satisfactory solution of this question.

It would be a hopeless undertaking for an obscure citizen of small means to seek redress, either through our courts or through Congress, for wrongs inflicted upon him by this soulless and overbearing company. The immense profits accruing to the company from their franchise, affords them the means to head off legal redress and to control Congressmen by subsidizing them.

Once in a while, the Government sends out a commissioner to examine into the company's affairs, to see if they kill the correct number of seals, etc. When he arrives in San Francisco, a fine steamer is ready to receive him and convey him to the islands, and, being so nicely treated and entertained, he could hardly fail to find everything all right.

Then he returns to Washington, and the company requires the service of an agent to watch Congress, and see that no unfavorable legislation is enacted. So he gets paid by the Government to watch the company, and paid by the company to watch the Government, and consequently his trip is a very pleasant and profitable one.

Our revenue vessels have been kept cruising in the Alaskan waters for years, under various pretences, but their real business is to watch the little traders and hunters and to protect the interests of the Alaska Commercial Company. They go there to prevent trading, and they become traders themselves. This has been brought home so closely to the Government that notice had to be taken of it and a check placed upon it.

But I must really beg pardon for making this article so long. The only point that I really intended to call attention to is the new question that is raised by the seizure of these vessels. Does the lease of the Alaska Commercial Company give them the exclusive use of Behrings Sea? Will England admit this? I think not, and it is to be hoped she will not. If we have a corporation so powerful that our Government cannot control it, perhaps England may help us out. Humiliating as this may seem, it is better than the present state of affairs. It were as well that Alaska had remained Russian territory, as to have become American only in name. By publishing this and getting public attention directed to this subject, you may accomplish great good and contribute largely to prevent a renewal of this infamous lease, and thus break up an overbearing and oppressive monopoly.

Respectfully,

J. J. WINANT.

Copy of Letter from Daniel Munroe, Master of Schooner "Onward."

SCHOONER "ONWARD," PORT ILIOLUK,
OUNALASKA, 7th August, 1886.

CHARLES SPRING, Esq., Victoria.

DEAR SIR,—On the 2nd, while the "Onward" was in latitude 54° 52' N., longitude 167° 55' W., and about 70 miles from the nearest land, the United States revenue cutter "Corwin," having the schooners "Thornton" and "Carolina" in tow, boarded us and sent a crew on board and towed us in here, where we are lying at present, with sails bent and seals on board, and a watchman in charge, but can't find out what they intend to do with us, so I can't say anything more about it at present.

I met the "Favorite" on the 28th. Captain McLean was on board of us. We gave him 508 skins and they had 1,290 they took themselves, making them about 1,800 total; and, as we were in sight of each other until the night of the 1st instant, he must have made a good catch, for we have 400 skins on board at present that we took in four days, and I am positive his crew could take twice that number, as we have not got the best of sealers.

I believe all the schooners done well, and I trust they will get away all right. There is no cutter out at present, as there is only two of them up here, one of them up in the Arctic, and the other that brought us here is still watching us here.

We may find out to-day how they are going to dispose of us, but I am in hopes they made false steps, and that they can do nothing more than spoil the season.

They took the schooner "San Diego" in here about a month ago and took the skins out of her, and unbent her sails and put everything ashore, and they are sending the crew to San Francisco to-day in one of the Fur Company's steamers, "St. Paul."

Later on, have heard nothing more, only the crews of the "Thornton" and "Carolina" are going to San Francisco to-day in the steamer "St. Paul," except the captain and one man of each vessel, but they took none of our crew.

There are rumors afloat that the three schooners are to be laid up here all winter, and that we are to be taken to Sitka, but no certainty. I wrote you this morning as the boat was leaving the wharf, thinking that she was going away, but she came to anchor in the roads, and I don't think I finished it; I was afraid of being late. We sent a protest on board the cutter against the action of the authorities in seizing the vessel on the high seas, but I don't know if it will amount to much; there is no Notary Public here to sign it. I have nothing more to write you. Trusting things will turn out better than we expect,

I remain, &c.,

DANL. MUNROE.

Mr. William Munsie to the Honorable George E. Foster.

VICTORIA, B.C., 15th November, 1886.

DEAR SIR,—As our sealing schooners will leave Victoria on or about the 10th of December, for the sealing expeditions of 1887, many of them will not return to Victoria until September, or, in other words, not until the Behrings Sea trip is completed. We are exceedingly anxious to know what is being done in the case of our seized vessels, and whether or not we may look for protection against what we, and even the American press, is pleased to term piracy. We have no occasion to interfere with the Alaska Commercial Company's rights on the Priboloff Islands, nor do our vessels come anywhere near land. The fact is we take out at sea from fifty to one hundred miles, what the Honorable H. Elliot, of the Smithsonian Institute, in his report of 1874, on the Seal Island, calls bachelor seals, or those not required on breeding grounds, to which report I would be pleased to draw your attention. The industry is of too much importance to Canada to allow the Alaska Commercial Company to dictate who shall and who shall not take seals on the high or Behrings Sea.

For the season of 1886 there was brought into Victoria, from the Pacific Ocean and Behrings Sea, and shipped therefrom to England and the United States, 50,000 skins, valued at about \$350,000. It is evident that the business is worth protecting. Just here allow me to contradict a statement made by Special Agent Single of the United States Treasury Department, in which he says that three-fourths of the seals shot in the water sink and are lost.

From the experience of our hunters I maintain but a small percentage is lost in this way, probably not over one in fifty. I doubt if the loss is as great as that caused by the rejection of skins after being clubbed by the Alaska Commercial Company on the Islands, to which reference is made in the tables of Elliot's report. The Americans themselves in 1824 repudiated Russia's claim to the Behrings Sea, when Russia seized the Boston brig "Pearl" for whaling. Two years later Russia had to give the vessel up, and paid damages.

In conclusion I may say that the seized skins are liable to be valueless on account of neglect; Captain Ogilvie's body has been discovered. A jury was empanelled, and a verdict was given in accordance with the facts of the case. Hoping you may be pleased to advise us in this matter before our vessels sail, you will confer a great favor on

Your most obedient servant,

WM. MUNSIE, Victoria, B. C.

Mr. Stanhope to Lord Lansdowne.

Telegram from the Secretary of State for the Colonies on the 1st December, 1886.

Her Majesty's Government has made a protest against the seizures by the United States of Canadian schooners in Alaskan waters. An authentic report of the trial is awaited by the United States Government.

SECRETARY OF STATE

To the Governor General, Ottawa.

Lord Lansdowne to Sir L. West.

OTTAWA, 9th December, 1886.

SIR,—With reference to the Administrator's despatches, Nos. 15 and 16, of the 28th September last, I have the honor to forward, for your information, a copy of a despatch which I have addressed to the Right Honorable the Secretary of State for the Colonies, transmitting a copy of an approved Report of a Committee of my Privy Council dated the 29th ultimo, dealing with the seizure of the Canadian schooners "Carolina," "Onward" and "Thornton" by the United States revenue cutter "Corwin," while fishing for seals in Behrings Sea.

I have, &c.,

Minister at Washington.

LANDSDOWNE

Sir L. West to the Marquis of Lansdowne.

WASHINGTON, 12th December, 1886.

MY LORD,—I have the honor to acknowledge the receipt of Your Excellency's despatch, No. 82, of the 9th instant, enclosing for my information, copy of a despatch and of its enclosures addressed by Your Excellency to the Secretary of State for the Colonies, dealing with the seizure of the Canadian schooners "Carolina," "Onward" and "Thornton" by the United States revenue cutter "Corwin," while fishing for seals in Behrings Sea.

I have, &c.,

L. S. SACKVILLE WEST.

His Excellency the MARQUIS OF LANDSDOWNE, G.C.M.G.

Mr. Stanhope to the Marquis of Lansdowne.

DOWNING STREET, 16th December, 1886.

MY LORD.—With reference to my telegram of the 1st instant, respecting the seizure of Canadian sealing schooners in Behrings Sea, I have the honor to transmit to you, for communication to your Government, copies of the letters noted in the margin, with their enclosures, which have been received from the Foreign Office.

It will be seen that the United States Government are awaiting an authentic report of the proceedings in question, before replying to the representations made to them by Her Majesty's Minister at Washington.

I have, &c.,

EDWARD STANHOPE.

Governor General, the Most Hon. the MARQUIS OF LANDSDOWNE, G.C.M.G.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, November 16th, 1886.

SIR,—With reference to the letter from this office of the 9th instant, I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Mr. Secretary Stanhope, copies of despatches as marked in the margin, from Her Majesty's Minister at Washington, relating to the seizure of sealing schooners in Behrings Sea.

I am, &c.,

The Under Secretary of State, Colonial Office.

T. V. LISTER.

Sir L. West to the Earl of Iddeleigh.

WASHINGTON, 21st October, 1886.

MR LORD,—Upon the receipt of Your Lordship's despatch No. 181, of the 9th ultimo, I immediately addressed a note to the Secretary of State in accordance with the instructions therein contained, and copy of which is herewith enclosed, requesting to be furnished with any particulars which the United States Government may possess relative to the seizure of certain British Columbian seal schooners by the United States revenue cruiser "Corwin," but to which I have received no reply.

Upon the receipt of Your Lordship's telegram, No. 15, of yesterday's date, I addressed the note, copy of which is likewise enclosed, protesting in the name of Her Majesty's Government against the said seizures, and reserving rights to compensation.

I have, &c.,

L. S. SACKVILLE WEST.

[Enclosure 1.]

Sir L. West to Mr. Bayard.

WASHINGTON, 27th September, 1886.

SIR,—I have the honor to inform you that Her Majesty's Government have received a telegram from the Commander in Chief of Her Majesty's naval forces on the Pacific Station, respecting the alleged seizure of three British Columbian seal schooners by the United States revenue cruiser "Corwin," and I am, in consequence, instructed to request to be furnished with any particulars which the United States Government may possess relative to this occurrence.

I have, &c.,

L. S. SACKVILLE WEST.

[Enclosure 2.]

Sir L. West to Mr. Bayard.

WASHINGTON, 21st October, 1886.

SIR,—With reference to my note of the 27th ultimo, requesting to be furnished with any particulars which the United States Government may possess relative to the seizure in the North Pacific waters of three British Columbian seal schooners by the United States revenue cruiser "Corwin," and to which I am without reply, I have the honor to inform you that I am now instructed by the Earl of Iddeleigh, Her Majesty's Principal Secretary of State for Foreign Affairs, to protest in the name of Her Majesty's Government against such seizure, and to reserve all rights to compensation.

I have, &c.,

L. S. SACKVILLE WEST.

Sir L. West to the Earl of Iddeleigh.

WASHINGTON, October 21st, 1886.

MR LORD,—With reference to your Lordship's telegram, No. 16, of this day's date, I have the honor to inform your Lordship that no answer has as yet been returned to the communication which, in obedience to the instructions contained in your Lordship's despatch, No. 181, of the 9th ultimo, I addressed to the Secretary of State, asking to be furnished with any particulars which the United States Government may possess relative to the seizures of British vessels in Behrings Sea, and that I have at present no knowledge of any appeal having been made against the decisions of the United States courts condemning the parties concerned. The above information was telegraphed to your Lordship this day.

I have, &c.,

L. S. SACKVILLE WEST.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 20th November, 1886.

SIR,—I am directed by the Earl of Iddesleigh to request that you will state to Mr. Secretary Stanhope that the telegram from the Governor General of Canada, relating to the seizure of British schooners in Behrings Sea, which accompanied your letter of the 14th instant, has been communicated to Her Majesty's Minister at Washington.

I am now to transmit to you a telegram received from Sir L. West in reply, and I am to state that the despatch numbered 250, to which he alludes, has not yet been received, and that a copy of it shall be communicated, for Mr. Stanhope's information, immediately on its arrival.

I am, &c.,

T. V. LISTER.

The Under-Secretary of State, Colonial Office.

Telegram from Sir L. West.

19th November, 1886.

Your Lordship's telegram No. 20. See my despatch No. 250. Secretary of State will reply to your Lordship's No. 214 as soon as possible.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 26th November, 1886.

SIR,—With reference to the letter from this office of the 20th instant, I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Mr. Secretary Stanhope, copies of two despatches, as marked in the margin, from Her Majesty's Minister at Washington, relating to the seizure of fishing vessels in Alaskan waters.

I am, &c.,

T. V. LISTER.

The Under Secretary of State, Colonial Office.

Sir L. West to the Earl of Iddesleigh.

WASHINGTON, 12th November, 1886.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's despatch, No. 214, of the 30th ultimo, relative to the seizure of the schooners "Carolina," "Onward" and "Thornton," in the waters of the Northern Pacific Ocean, adjacent to Vancouver Island, Queen Charlotte Islands and Alaska, and which formed the subject of my note to the Secretary of State, of the 27th September last, to which no reply has been received.

At an interview which I had this day with Mr. Bayard, I alluded to my note, asking for any particulars which the United States Government might possess respecting the seizures in question, and he immediately said that he must apologize for not having replied to it, but he had, he said, as yet received no report of the procedure of the courts in the matter, and had, for this reason, delayed his answer.

I then said that I was instructed to make him acquainted with the information with which Her Majesty's Government had been furnished respecting this matter, and that I had received a despatch to this effect from your Lordship, the substance of which I proceeded to give him. He remarked that he was not in possession of the information contained in your Lordship's despatch, owing, he presumed, to the communication with England by Vancouver Island being quicker than that with Washington by Portland (Oregon).

In fact, he said, the Territory was not properly organized. He had not, moreover, reached the exact nature of the rights ceded by Russia to the United States, but it seemed clear that Russia, previous to the cession, contended that Behrings Sea was a *mer ferme*, whereupon I remarked, "and against which contention the United States protested." "Yes," he replied, "at that time."

Mr. Bayard's manner was most conciliatory, but he evidently wished to avoid further discussion on the contents of your Lordship's despatch, of which he asked me for a copy, which I placed in his hands.

I have, &c.,

The EARL of IDDESLEIGH, G.C.B.

L. S. SACKVILLE WEST.

Sir L. West to the Earl of Idlesleigh.

WASHINGTON, 14th November, 1886.

MY LORD,—With reference to my despatch, No. 234, of the 21st ultimo, I have the honor to enclose to your Lordship, herewith, copy of a note which I have received from the Secretary of State, explaining and apologizing for the delay which has occurred in replying to my note of 27th September last asking for information respecting the seizure by the United States revenue cutter "Corwin," in the Behrings Sea, of British vessels, and noting the protest on the part of Her Majesty's Government against such seizures contained in my note of 21st ultimo, copy of which was enclosed in my above-mentioned despatch.

I have, &c.,

The EARL of IDDESLEIGH, &c., &c., &c.

L. S. WEST.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE.

SIR,—The delay in my reply to your letters of September 21st and October 21st, asking for information in my possession concerning the seizure by the United States revenue cutter "Corwin," in the Behrings Sea, of British vessels, for an alleged violation of the laws of the United States in relation to the Alaska seal fisheries, has been caused by my waiting to receive from the Treasury Department the information you desired. I tender the fact in apology for the delay and as the reason for my silence, and repeating what I said verbally to you in our conversation this morning, I am still awaiting full and authentic reports of the judicial trial and judgment in the cases of the seizures referred to.

My application to my colleague, the Attorney General, to procure an authentic report of these proceedings, was promptly made, and the delay in furnishing the report, doubtless, has arisen from the remoteness of the place of trial.

So soon as I am able I will convey to you the facts as ascertained in the trial and the rulings of law as applied by the court.

I take leave also to acknowledge your communication of the 21st of October, informing me that you had been instructed by the Earl of Idlesleigh, Her Majesty's Principal Secretary of State for Foreign Affairs, to protest against the seizure of the vessels above referred to and to reserve all rights of compensation, all of which shall receive respectful consideration.

I have, &c.,

SIR L. WEST, &c., &c.

T. F. BAYARD.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 29th November, 1886.

SIR,—With reference to my letter of the 26th inst., I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Mr. Secretary Stanhope, copy of a despatch as marked in the margin in regard to the seizure of sealing schooners in Behrings Sea.

I am, &c.,

The Under-Secretary of State, Colonial Office.

T. V. LISTER.

Sir L. S. West to the Earl of Idlesleigh.

WASHINGTON, 19th November, 1886.

MY LORD,—Upon the receipt of your Lordship's telegram, No. 10, of yesterday's date, I sought an interview with the Secretary of State and asked him whether he

had received the official report of the proceedings of the Court at Sitka. (Alaska) against the British vessels seized in Behrings Sea. Mr. Bayard replied in the negative, and said that he had been urging the Attorney General in the matter since he last saw me.

It would be, he continued, a complicated question of jurisdiction, for he had been told that many of the sealskins found on board British vessels were skins of seals which had not been shot, but clubbed, which proved that a landing had been effected.

He said that he would reply to your Lordship's despatch, which I had communicated to him, as soon as possible.

I have, &c.,

L. SACKVILLE WEST.

THE EARL OF IDDESLEIGH, &c., &c., &c.

Colonial Office to Lord Lansdowne.

DOWNING STREET, 14th January, 1887.

MY LORD,—I am directed by the Secretary of State to transmit to you, for the information of your Government, the document specified in the annexed schedule.

I have, &c.,

ROBERT G. W. HERBERT.

The Officer Administering the Government of Canada.

Date.

Description of document.

13th January, 1887.—Copy of a letter from the Foreign Office respecting the employment of the United States ship "Thetis" in Alaskan waters.

Foreign Office to Colonial Office.

FOREIGN OFFICE, 13th January, 1887.

SIR,—I am directed by the Secretary of State for Foreign Affairs to request that you will inform the Secretary of State for the Colonies, that Her Majesty's Minister at Washington has reported that the United States ship "Thetis" has been ordered to join the Pacific squadron, and will be employed in the waters of Alaska.

I am, &c.,

P. W. CURRIE.

The Under-Secretary of State, Colonial Office.

Lord Lansdowne to Mr. Stanhope.

OTTAWA, 15th January, 1887.

SIR,—With reference to previous correspondence respecting the seizure of Canadian sealing schooners in Behrings Sea, I have the honor to transmit to you, in order that reparation may be sought from the United States Government, a copy of an approved Report of a Committee of the Privy Council of Canada, submitting papers containing full statements of claims for damage sustained, and compensation demanded by the owners, masters and mates of the schooners "Onward," "Thornton" and "Carolina."

I have, &c.,

Rt. Hon. EDWARD STANHOPE,
&c., &c., &c.,

LANDSDOWNE.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General in Council on the 3rd January, 1887.

On a Report, dated 27th December, 1886, from the Minister of Marine and Fisheries, submitting papers containing full statements of claims for damage sustained, and compensation demanded by the owners, masters and mates of the seal-

ing schooners "Onward," "Thornton" and "Carolina," which vessels were seized by the United States revenue cutter "Corwin," in Behrings Sea, in August, 1886, and concerning which full representations have been made to Her Majesty's Government in despatches bearing date respectively the 23rd and 24th of September, and the 29th of November, 1886, and recommending that copies of the same be transmitted to the Right Hon. the Principal Secretary of State for the Colonies, in order that reparation may be sought from the United States Government for all damages and loss to British subjects consequent upon the illegal action of the United States officers in the cases referred to.

The Committee, concurring in the above, advise that Your Excellency be moved to transmit copies of the papers accordingly.

All which is respectfully submitted for Your Excellency's approval.

JOHN J. McGEE,
Clerk Privy Council, Canada.

THE CLAIM OF DANIEL MUNRO, MASTER OF THE BRITISH SCHOONER "ONWARD."

I claim against the Government of the United States, or whom it may concern, the sum of eight thousand dollars (\$8,000.00) for loss of wages, layout, damages and indemnity for illegal seizure of the schooner "Onward" by the commander of the United States steamer "Corwin," in the Behrings Sea, on the 1st August, 1886 (or thereabouts), and for detention and subsequent wrongful imprisonment in gaol at Sitka.

DANIEL MUNROE,
By his Attorney in fact,
EDGAR CROW BAKER.

VICTORIA, B.C., 20th October, 1886.

THE CLAIM OF HANS GUTTORMSEN, MASTER OF THE BRITISH SCHOONER "THORNTON."

I claim against the Government of the United States, or whom it may concern, the sum of eight thousand dollars (\$8,000.00) for loss of wages, layout, damages and indemnity for illegal seizure of the schooner "Thornton" by the commander of the United States steamer "Corwin," in the Behrings Sea, on the 1st August, 1886, and for detention and subsequent wrongful imprisonment in gaol at Sitka.

HANS GUTTORMSEN,
By his Attorney in fact,
EDGAR CROW BAKER.

VICTORIA, B.C., 20th October, 1886.

British Columbia, { Damages claimed by the owner of schooner "Carolina" in re-
To wit : { spect of her seizure by the United States S.S. "Corwin" while
fishing in Behrings Sea.

I, Willam Munsie, of Victoria, B.C., owner of the British schooner "Carolina," do solemnly and sincerely declare:—

1. That the value of the said vessel, at the time of her seizure by the United States S.S. "Corwin," was \$4,000, and the cost of her outfit, when she left Victoria for the Behrings Sea, was \$3,000.

2. That she carried a crew of eleven men, and the estimated wages due to the master and men for four months from the 15th day of May, 1886, to the time of the return of the said men to Victoria, is \$4,500.

3. That at the time of her capture by the "Corwin" she had 686 seal skins, which were worth, at \$7 each, \$4,802.

4. That the probable catch for the season, estimated on the number of skins taken by the schooner "Mary Ellen," which was 3,554 skins, and by the number of skins taken when the said schooner was captured, would be 3,000 skins, the value of which would be \$21,000,

5. That the loss sustained by me in consequence of the detention of the said schooner, and my being unable to employ her in ordinary work after the sealing season is over, is \$450 a month, which sum I claim until the vessel is returned to me in good order and condition.

6. That I have also paid and incurred liabilities connected with the arrest of the said vessel and in defence of the master and crew, for legal and other expenses, \$1,000.

And I make this solemn declaration conscientiously believing the same to be true, by virtue of the Act passed in the 37th year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra-judicial oaths."

WILLIAM MUNSIE.

Taken and declared, before me, this 20th October, 1886.

M. W. TYRWHITT DRAKE, *Notary Public*, Victoria, B.C.

British Columbia, { Damages claimed by the owner of the schooners "Onward" and
To wit: { "Favorite," in respect of their seizure by the United States
S.S. "Corwin," while fishing in Behrings Sea.

I, Charles Spring, of Victoria, B.C., owner of the British schooners "Onward" and "Favorite," do solemnly and sincerely declare:—

1. That the value of the said vessel "Onward," at the time of her seizure by the United States S.S. "Corwin," was \$4,000.00, and the cost of her outfit when she left Victoria for the Behrings Sea, was \$1,000.

2. That she carried a crew of 20 men, and the estimated wages due to the master and men for four months from the 12th day of June to the time of their return to Victoria, is \$7,500.

3. That at the time of her capture by the "Corwin" she had 400 seal skins, which were worth \$2,800.

4. The probable catch for the season, estimated on the number of skins taken by the schooners and by the number of skins taken when the said schooner was captured, would be 3,000 skins, the value of which, at \$7 skin, would be \$21,000.

5. That the loss sustained by me, in consequence of the detention of the said schooner, and my being unable to employ her in ordinary work after the sealing season is over, is \$500 a month, which sum I claim until the vessel is returned to me in good order and condition.

6. That I have also paid and incurred liabilities, connected with the arrest of the said vessel and in defence of the master and crew, for legal and other expenses, \$1,000; and I also claim \$3,000 damages because the officer in command of the United States S.S. "Corwin," as she passed the "Favorite," ordered her to cease sealing, which she did, and thereby lost her season.

And I make this solemn declaration, conscientiously believing the same to be true, by virtue of an Act passed in the 37th year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra-judicial oaths."

C. SPRING.

Taken and declared, before me, this 18th October, 1886.

M. W. TYRWHITT DRAKE, *Notary Public*, Victoria, B.C.

British Columbia, { Damages claimed by the owner of the steam vessel "Thornton"
To wit: { for illegal seizure by the United States S.S. "Corwin," while
fishing in Behrings Sea.

I, James Douglas Warren, of Victoria, B.C., owner of the British steam vessel "Thornton," do solemnly and sincerely declare:—

1. That the value of the said vessel at the time of her seizure by the United States S.S. "Corwin," was \$6,000, and the cost of her outfit when she left Victoria for the Behrings Sea, was \$4,000.

2. That she carried a crew of fifteen men, and the estimated wages due to the master and men for four months from the 26th day of May to the 1st day of October, the date of their return to Victoria, which I have to pay, is \$5,100.

3. That at the time of her capture by the "Corwin" she had 403 seal skins, which, at \$7 each, were worth \$2,821.

4. That the probable catch for the season estimated on the number of skins taken by the schooner "Mary Ellen," and by the number of skins taken when the said vessel was captured, would be 3,000, of the value of \$21,000.

5. That the loss sustained by me in consequence of the detention of the said vessel, and by being unable to employ her in ordinary work after the sealing season is over, is \$500 a month, which sum I claim until the vessel is returned to me in good order and condition.

6. That I have also paid and incurred liabilities connected with the arrest of the said vessel and in defence of the master and crew, for legal and other expenses, \$1,000.

And I make this solemn declaration, conscientiously believing the same to be true, by virtue of the Act passed in the 37th year of Her Majesty's reign, intituled : "An Act for the suppression of voluntary and extra-judicial oaths."

J. D. WARREN.

Taken and declared at Victoria, this 19th day of October, 1886, before me,
M. W. TYRWHITT DRAKE, *Notary Public*.

VICTORIA, B.C.

I, James Blake, mate of the schooner "Carolina," claim \$5,000 as damages for my illegal arrest and imprisonment on board the "Corwin" and in gaol at Sitka from 1st of August to 16th September, 1886.

Witness, M. W. TYRWHITT DRAKE.

JAMES BLAKE.

VICTORIA, B.C.

I, John Margotich, mate of the schooner "Onward," claim \$5,000 as damages for my illegal arrest and imprisonment on board the United States vessel "Corwin" and in gaol at Sitka from the 23rd August, 1886, to 29th September, in the same year.

JOHN MARGOTICH,

Witness, M. W. TYRWHITT DRAKE.

By C. SPRING, his Attorney.

VICTORIA, B.C., 19th October, 1886.

I, Harry Norman, mate of the steamer "Thornton," claim as compensation for my illegal arrest and imprisonment on board the United States steamship "Corwin," and in gaol at Sitka, the sum of \$5,000.

HARRY NORMAN,

By J. D. WARREN, his Attorney.

Witness, M. W. TYRWHITT DRAKE, Victoria, B.C.

VICTORIA, B.C., 19th October, 1886.

I, James Ogilvie, master of the schooner "Carolina," claim as compensation for my arrest and imprisonment on board the United States steamship "Corwin," and in gaol at Sitka, the sum of \$5,000.

JAMES OGILVIE,

Witness, M. W. TYRWHITT DRAKE.

By his Attorney, A. J. BECHTIE.

ABSTRACT OF DAMAGES.

Damages as per Declaration.	Schr. "Onward."	SS. "Thornton"	Schr. "Carolina."	Schr. "Favorite."
Value of vessel and outfit	\$5,000 00	\$10,000 00	\$7,000 00	.....
Wages of crew	7,500 00	5,100 00	4,500 00	.....
Value of sealskins on board.	2,800 00	2,821 00	4,802 00	.....
Value of probable catch	21,000 00	21,000 00	21,000 00	.....
Loss sustained by detention. Par. 5. ....	.....	.....	.....	.....
Legal and other expenses	1,000 00	1,000 00	1,000 00	.....
Loss sustained by order to cease sealing .....	.....	.....	.....	\$3,000 00

FOR ILLEGAL ARREST AND IMPRISONMENT.

Daniel Munroe, master of "Onward," for indemnity for illegal seizure, loss, &c.....	\$8,000 00
John Margotich, mate of "Onward".....	5,000 00
Harry Norman, mate of "Thornton".....	5,000 00
James Ogilvie, master of "Carolina".....	5,000 00
James Black, mate of "Carolina".....	5,000 00
Hans Guttormsen, master of "Thornton".....	5,000 00

Sir H. Holland to the Marquis of Lansdowne.

DOWNING STREET, 19th January, 1887.

MY LORD,—With reference to your despatch, No. 281, of the 27th of November last, and to previous correspondence respecting the seizure of certain Canadian schooners, engaged in the seal fishery in Behrings Sea, I have the honor to transmit to you, for the information of Your Lordship's Government, a copy of a letter from the Foreign Office, with its enclosures on the subject.

I have, &c.,

H. T. HOLLAND.

Governor General, the Most Hon. the MARQUIS OF LANSDOWNE,
&c., &c., &c.

Foreign Office to Colonial Office.

FOREIGN OFFICE, 10th January, 1887.

SIR,—With reference to your letter of the 4th instant, I am directed by the Earl of Iddesleigh to transmit to you, to be laid before Mr. Secretary Stanhope, copies of the despatches noted in the margin, which have been addressed to Her Majesty's Minister at Washington, relative to the seizure of the three British sealing schooners in Behrings Sea, by the United States cruiser "Corwin."

I am, &c.,

P. W. CURRIE.

The Under Secretary of State, Colonial Office.

The Earl of Iddesleigh to Sir L. West.

FOREIGN OFFICE, 8th January, 1887.

SIR,—Referring to previous correspondence in regard to the case of the three Canadian schooners engaged in the seal fishery in Behrings Sea, I transmit to you herewith a copy of a letter from the Colonial Office, explaining the views of the Dominion Government in the matter.

Nearly four months have now elapsed since my despatch, No. 181, of the 9th of September last, was addressed to you, in which you were directed to invite the Government of the United States to furnish you with any particulars they might possess relative to the occurrence, and further instructions were sent to you in my subsequent despatches, Nos. 208, 209, 214, and 232, of the 20th, 21st and 30th of October, and 18th of November, but up the present date no reply has been received from that Government as to the alleged proceedings of their officials.

I have now to instruct you to express to Mr. Bayard the concern of Her Majesty's Government at receiving no reply to the serious representations which they have felt compelled to make on the information which has reached them respecting the proceedings of the United States cruiser "Corwin," in seizing British sealing schooners on the high seas, and to urge with all the force which the gravity of the case requires the immediate attention of the United States Government to the action of the American authorities in their treatment of these vessels, and of their masters and crews.

I am, &c.,

IDDESLEIGH.

The Hon. Sir L. West.

&c.,

&c.,

&c.

Copy of telegram No. 1—Earl of Iddesleigh to Sir L. West.

FOREIGN OFFICE, 8th January, 1887, 6. 5 P M.

Your despatch, No. 254.

Further papers go by mail of 8th.

Express to Secretary of State, concern of Her Majesty's Government at receiving no reply to their grave representation respecting proceedings of United States cruiser in seizing British vessels on the high seas.

Urge his immediate attention to this matter with all the force which the gravity of the case requires.

Sir H. Holland to the Marquis of Lansdowne.

DOWNING STREET, 19th January, 1887.

MY LORD,—With reference to previous correspondence respecting the seizure by the United States authorities of Canadian sealing schooners in Behrings Sea, I have the honor to transmit to you, for the information of your Government, copies of two letters, with their enclosures, from the Foreign Office, on the subject.

I have, &c.,

H. T. HOLLAND.

Governor General, the Most Hon. the MARQUIS OF LANSDOWNE, G.C.M.G.
&c., &c., &c.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 6th December, 1886.

SIR,—I laid before the Earl of Iddesleigh your letter of the 30th ultimo, enclosing the telegram from the Governor General of Canada enquiring whether vessels which are now equipping in British Columbia for the fisheries in Behrings Sea will be exposed to seizure by United States cruisers.

I am directed by His Lordship to request that you will lay before Mr. Secretary Stanhope the enclosed copy of telegraphic instructions which have been addressed to Her Majesty's Minister at Washington, directing him to endeavor to obtain from the United States Government an assurance that, pending a settlement of the question of international law which has arisen, no more seizures will be made beyond the territorial waters of Alaska.

Mr. Stanhope will observe that Sir L. West is desired to communicate to the Marquis of Lansdowne the result of his application to the United States Government.

I am, &c.,

The Under-Secretary of State, Colonial Office.

P. W. CURRIE.

Telegram to Sir L. West, No. 23.

FOREIGN OFFICE, 6th December, 1886, 3.30 p.m.

Vessels equipping in British Columbia for Behrings Sea fisheries, Canadian Government enquire whether exposed to seizure.

Seek assurance that pending settlement of question no seizure of British vessels will be made beyond the territorial waters of Alaska.

Communicate result to Governor General of Canada.

IDDESLEIGH.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 28th December, 1886.

SIR,—With reference to your letter of the 14th instant, and to previous correspondence, I am directed by the Secretary of State for Foreign Affairs, to transmit to you, to be laid before Mr. Secretary Stanhope, a copy of a despatch from Her Majesty's Minister at Washington, on the subject of the Behrings Sea fisheries.

I am, &c.,

The Under-Secretary of State, Colonial Office.

P. W. CURRIE.

Sir L. West to the Earl of Idlesleigh.

WASHINGTON, 10th December, 1886.

MY LORD,—I have the honor to acknowledge the receipt of your lordship's telegram No. 23, of the 6th inst., and to enclose to you herewith copy of a note which I addressed to the Secretary of State in the sense of it.

This morning I had an interview with Mr. Bayard, and spoke to him on the subject of my note. He said that he was still waiting for the report of the Attorney General, but that it would, of course, not influence the views of Her Majesty's Government, nor indeed those of his Department, as to the nature of the jurisdiction over Behrings Sea, ceded by Russia to the United States in 1867, which, he said, was a complicated question, but one which would be met in all fairness by the United States Government. He continued to explain to me that the value of Alaska consisted in the seal fisheries, that the seals frequented chiefly the islands of St. Paul and St. George, where the great catch was made, and that these islands, although situated (as he stated) more than 200 miles from the mainland, were, he conceived, comprised in the jurisdiction ceded by Russia, but he did not wish to pronounce upon this point at present. He would observe, however, that the value of the seal "rookeries" on these islands would be destroyed if it was opened to all vessels to kill seals outside the three-mile limit, for no seals would ever reach them. I did not discuss this question with Mr. Bayard, and merely reminded him that I hoped that he would answer the communication I had made to him, and which was the object of my visit.

I have, &c.,

L. S. SACKVILLE WEST.

The EARL OF IDDESLEIGH,
&c., &c., &c.

Sir L. West to Mr. T. F. Bayard.

WASHINGTON, 7th December, 1886.

SIR,—Referring to your note of the 12th ultimo, on the subject of the seizure of British vessels in the Behrings Sea, and promising to convey to me, as soon as possible, the facts as ascertained in the trial and the rulings of law, as applied by the court, I have the honor to state that vessels are now, as usual, equipping in British Columbia for fishing in that sea. The Canadian Government, therefore, in the absence of information, are desirous of ascertaining whether such vessels fishing in the open seas and beyond the territorial waters of Alaska would be exposed to seizure, and Her Majesty's Government, at the same time, would be glad if some assurance could be given that, pending the settlement of the question, no such seizures of British vessels will be made in Behrings Sea.

I have, &c.,

L. S. SACKVILLE WEST.

The HON. T. F. BAYARD, &c., &c., &c.

Sir L. West to Lord Lansdowne.

Re ALASKA SEIZURES.

4th February, 1887.

To Governor General, Ottawa.

Secretary of State has informed me that orders have been given that all pending proceedings are to be discontinued, vessels seized discharged, and all persons who have been arrested in connection therewith released. He adds that the conclusion of any questions involved is reserved, until the papers relative to the question have arrived.

WEST.

Sir L. West to the Marquis of Lansdowne.

WASHINGTON, 4th February, 1887.

MY LORD,—With reference to my telegram of this day's date respecting the

seizure of British vessels in Behrings Sea, I have the honor to enclose to Your Excellency herewith copy of the note which I received from the Secretary of State, the substance of which was therein embodied.

I have, &c.,

L. S. SACKVILLE WEST.

The Marquis of LANSDOWNE, G.C.M.G., &c., &c., &c.

Mr. Bayard to Sir L. West.

DEPARTMENT OF STATE, WASHINGTON, 3rd February, 1887.

SIR,—I beg to acknowledge your note of yesterday's date, received to-day.

Upon its receipt I made instant application to my colleague, the Attorney-General, in relation to the record of the judicial proceedings in the cases of the three British vessels arrested in August last in Behrings Sea for violation of the United States laws regulating the Alaskan seal fisheries.

I am informed that the documents in question left Sitka on the 26th of January, and may be expected to arrive at Port Townsend, in Washington Territory, about the 7th instant, so that the papers, in the usual course of mail, should be received by me within a fortnight.

In this connection I take occasion to inform you that, without conclusion at this time of any questions which may be found to be involved in these cases of seizure, orders have been issued by the President's direction for the discontinuance of all pending proceedings, the discharge of the vessels referred to, and the release of all persons under arrest in connection therewith.

I have, &c.,

T. F. BAYARD

Sir H. Holland to the Marquis of Lansdowne.

DOWNING STREET, 5th February, 1887.

MY LORD,—With reference to my secret despatch of the 19th ultimo, and to previous correspondence respecting the seizure of Canadian sealing schooners in Behrings Sea, I have the honor to transmit to you, for communication to your Ministers, copies of two letters, with their enclosures, from the Foreign Office, on the subject.

I have, &c.,

H. T. HOLLAND,

Governor General, the Most Hon. the Marquis of LANSDOWNE, G.C.M.G., &c., &c., &c.

Foreign Office to Colonial Office.

FOREIGN OFFICE, 27th January, 1887.

SIR,—With reference to previous correspondence, I am directed by the Secretary of State for Foreign Affairs to transmit to you to be laid before Secretary Sir Henry Holland, a copy of a despatch from Her Majesty's Minister at Washington, on the subject of the seizure of British sealing vessels in Behrings Sea.

I am, &c.,

P. W. CURRIE.

The Under-Secretary of State, Colonial Office.

Sir L. West to the Foreign Office.

WASHINGTON, 13th January, 1887.

MY LORD,—With reference to my despatch No. 7, of the 7th instant, I have the honor to enclose to Your Lordship herewith copy of a note which I have received from the Secretary of State, in answer to my communication, expressing the concern of Her Majesty's Government at receiving no reply to their representations respecting the seizures of British vessels in Behrings Sea.

I have, &c.,

L. S. SACKVILLE WEST.

The Secretary of State, Foreign Affairs.

Mr. Bayard to Sir L. S. West.

DEPARTMENT OF STATE, WASHINGTON, 12th January, 1887.

SIR,—Your note of the 9th instant was received by me on the next day, and I regret exceedingly that, although my efforts have been diligently made to procure from Alaska the authenticated copies of the judicial proceedings in the cases of the British vessels "Carolina," "Onward" and "Thornton," to which you refer, I should not have been able to obtain them in time to have made the urgent and renewed application of the Earl of Iddesleigh superfluous. The pressing nature of your note constrains me to inform you that on 27th September last, when I received my first intimation from you that any question was possible as to the validity of the judicial proceedings referred to, I lost no time in requesting my colleague, the Attorney General, in whose department the cases were, to procure for me such authentic information as would enable me to make full response to your application.

From week to week I have been awaiting the arrival of the papers, and to-day, at my request, the Attorney General has telegraphed to Portland in Oregon, the nearest telegraph station to Sitka in Alaska, in order to expedite the furnishing of the desired papers.

You will understand that my wish to meet the questions involved in the instructions you have received from your Government is averred, and that the delay has been enforced by the absence of requisite information as to the facts.

The distance of the vessels from any land, or the circumstances attendant upon their seizure, are unknown to me save by the statements in your last note, and it is essential that such facts should be devoid of all uncertainty.

Of whatever information may be in the possession of Her Majesty's Government I have, of course, no knowledge or means of knowledge, but this Department of the Government of the United States has not yet been placed in possession of that accurate information which would justify its decision in a question which you are certainly warranted in considering to be of grave importance. I shall diligently endeavor to procure the best evidence possible of the matters enquired of, and will make due response thereupon when the opportunity of decision is afforded to me.

You require no assurance that no avoidance of our international obligations need be apprehended.

I have, &c.,

Sir L. WEST, K.C.M.G.

T. F. BAYARD.

Foreign Office to Colonial Office.

FOREIGN OFFICE, 29th January, 1887.

SIR,—With reference to previous correspondence, I am directed by the Secretary of State for Foreign Affairs, to transmit to you to be laid before Secretary, Sir Henry Holland, a copy of a despatch as marked in the margin, from Her Majesty's Minister at Washington, on the subject of his representations to the United States Government with regard to the seizure of British vessels in Behrings Sea.

I am, &c.,

The Under Secretary of State, Colonial Office.

P. W. CURRIE.

(Confidential.)

FURTHER correspondence respecting the seizure of Canadian schooners by the United States Revenue Cutter "Corwin."

No. 1.

Sir L. West to the Earl of Iddesleigh.

WASHINGTON, 10th January, 1887.

MY LORD,—I have the honor to acknowledge the receipt of Your Lordship's telegram, No. 1, of the 8th instant, and to enclose to Your Lordship herewith, copy of a note which I immediately addressed to the Secretary of State, referring to my notes of the 27th September, 21st October, and 7th December last, and to Your

Lordship's despatch, No. 214, of the 30th October, copy of which, as reported in my despatch No. 250, of the 12th November, I placed in his hands, and expressing the sense in which Her Majesty's Government viewed his silence with regard to the communications which had been made to him respecting the seizure of British vessels in Behrings Sea.

I have, &c.,

L. S. SACKVILLE WEST.

[*Enclosure No. 1*]

Sir L. West to Mr. Bayard.

WASHINGTON, January 9, 1887.

SIR,—I have the honor to inform you that I have received instructions from the Earl of Iddesleigh, Her Majesty's Principal Secretary of State for Foreign Affairs, again to bring to your notice the grave representations made by Her Majesty's Government respecting the seizure of the British vessels "Carolina," "Onward," and "Thornton," in Behrings Sea, by the United States cruiser "Corwin," to which no reply has as yet been returned.

On the 27th September last, I had the honor to address to you a note, in which I stated that Her Majesty's Government requested to be furnished with any particulars which the United States Government might possess relative to this occurrence.

On the 21st October last, I had the honor to inform you that I was instructed by the Earl of Iddesleigh to protest, in the name of Her Majesty's Government, against such seizures, and to reserve all rights to compensation.

In a note, dated the 12th November last, you were good enough to explain the delay which had occurred in answering these communications, and, on the same day, I had the honor to communicate to you a despatch from the Earl of Iddesleigh, a copy of which, at your request, I placed in your hands.

On the 7th ultimo I again had the honor to address you, stating that vessels were equipping in British Columbia for fishing in Behrings Sea, and that the Canadian Government were desirous of ascertaining whether such vessels, fishing in the open sea, and beyond the territorial waters of Alaska, would be exposed to seizure, and that Her Majesty's Government would be glad if some assurance could be given that, pending the settlement of the questions, no such seizures of British vessels would be made in Behrings Sea.

The vessels in question were seized at a distance of more than 60 miles from the nearest land at the time of their seizure. The master of the "Thornton" was sentenced to imprisonment for thirty days, and to pay a fine of \$500, and there is reason to believe that the masters of the "Onward" and "Carolina" have been sentenced to similar penalties.

In support of this claim to jurisdiction over a stretch of sea extending in its widest part some 600 or 700 miles from the mainland, advanced by the judge in his charge to the jury, the authorities are alleged to have interfered with the peaceable and lawful occupation of Canadian citizens on the high seas, to have taken possession of their ships, to have subjected their property to forfeiture, and to have visited upon their persons the indignity of imprisonment. Such proceedings, therefore, if correctly reported, would appear to have been in violation of the admitted principle of international law. Under these circumstances, Her Majesty's Government do not hesitate to express their concern at not having received any reply to their representations, nor do they wish to conceal the grave nature which the case has thus assumed, and to which I am now instructed to call your immediate and most serious attention.

It is unnecessary for me to allude further to the information with which Her Majesty's Government has been furnished respecting these seizures of British vessels in the open seas, and which, for some time past, has been in the possession of the United States Government, because Her Majesty's Government do not doubt that if, on enquiry, it should prove to be correct, the Government of the United States will, with their well-known sense of justice, admit the illegality of the proceedings

resorted to against the British vessels and the British subjects above mentioned, and will cause reasonable reparation to be made for the wrongs to which they have been subjected, and for the losses which they have sustained.

In conclusion, I have the honor again to refer to your note of the 12th November last, and to what you said verbally to me on the same day, and to express the hope that the cause of the delay complained of in answering the representations of Her Majesty's Government on this grave and important matter, may be speedily removed.

I have, &c.,

L. S. SACKVILLE WEST.

A D D E N D A .

The Governor General to Sir H. Holland.

TORONTO, 21st May, 1887.

SIR,—With reference to previous correspondence on the subject of the seizure of Canadian sealing schooners in Behrings Sea, I have the honor to forward herewith a copy of an approved Minute of the Privy Council, concurring in a report of my Minister of Marine and Fisheries, and recommending that the attention of Her Majesty's Government be called to the grave injustice done by the United States authorities to British subjects peaceably pursuing their lawful occupations on the high seas, to the delay which has taken place in enquiring into and redressing wrongs committed, to the severe, inhospitable and unjustifiable treatment of the officers and crews of the vessels seized, and to the serious loss inflicted upon owners of the same, in order that full and speedy reparation may be made by the United States Government.

I have, &c.,

LANSDOWNE.

The Right Hon. Sir HENRY HOLLAND,
&c., &c., &c.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 16th May, 1887.

On a report, dated 9th May, 1887, from the Minister of Marine and Fisheries, submitting the following *résumé* of facts with reference to the Canadian sealing schooners "Carolina," "Onward" and "Thornton," seized by the United States revenue cutter "Corwin" in Behrings Sea, in the year 1886.

The above-named vessels fitted out at Victoria, British Columbia, for seal hunting in the waters of the Pacific Ocean adjacent to Queen Victoria Islands, Queen Charlotte Islands and Alaska.

At the time of seizure (1st and 2nd August, 1886) they were at a distance of more than 60 miles from the nearest land. They were taken possession of by the United States cutter and towed to the Port of Oonalaska, where they were detained.

The crews of the "Carolina" and "Thornton," with the exception of the captain and one man detained at Oonalaska, were sent by steamer to San Francisco and there turned adrift, while the crew of the "Onward" was kept at Oonalaska.

At the time of the seizure, the "Carolina" had on board 686 seal skins, the "Onward" 900, and the "Thornton" 404. These, as well as the schooners, are, so far as the Minister is aware, still at Oonalaska in possession of the United States authorities.

The master and mate of the "Thornton" were brought for trial before Judge Dawson, in the United States District Court, at Sitka, on the 30th August, 1886. The evidence given by the officers of the United States revenue cutter went to show that this vessel was seized for the offence of taking seals in that portion of Behrings Sea ceded to the United States by Russia in 1867; being then at a distance of from 60 to 70 miles from St. George Island.

The Judge charged the jury to the effect that, if they believed the defendants to have been sealing in the Behrings Sea east of the 193rd degree of longitude west, they should bring in a verdict of guilty and assess separate fines or imprisonment. The jury brought in a verdict of guilty.

The master of the "Thornton" was sentenced to 30 days' imprisonment and to pay a fine of \$500, and the mate to 30 days' imprisonment and a fine of \$300. The masters and mates of the "Onward" and "Carolina" were mulcted in similar penalties.

On the 23rd and 24th September, 1886, Orders in Council were approved by His Excellency the Governor General, setting forth the above facts and representing the injustice to which Canadian citizens engaged in a peaceable and lawful occupation on the high seas, had been subjected, in spite of admitted principles of international law, and in direct opposition to the United States contention of what constitutes common waters on the Atlantic coasts, and copies thereof were forwarded to Her Majesty's Government, with a request that immediate reparation be demanded from the United States Government.

On the 12th November, 1886, Mr. Bayard informed Sir L. West that he was awaiting full and authentic reports of the trial and judgment in the cases of these seizures, before further discussing the matter.

On the 8th January, 1887, the Earl of Iddesleigh addressed Sir L. West, deprecating the delay which had taken place in securing these particulars, calling upon him to urge, with all the force which the gravity of the cases demanded, the immediate attention of the United States Government to the action of the American authorities in this treatment of these vessels, mates and crews, and directing him to seek assurance that, pending a settlement of the question, no seizures of British vessels would be made beyond the territorial waters of Alaska.

On the 9th January, 1887, Sir L. West wrote to Mr. Bayard, reviewing the whole case, and urging immediate action. On the 12th of the same month Mr. Bayard replied, explaining the reasons of the delay, and stating that every possible despatch had been made in order to procure the necessary papers.

On the 3rd February, Mr. Bayard informed Sir L. West that the documents relative to those seizures left Sitka on the 26th January, and might be expected to reach him within a fortnight. In the meantime he informed the British Minister that orders had been issued for the discontinuance of all pending proceedings, the discharge of the vessels and the release of all persons under arrest in connection with these seizures, and that the conclusion of any questions involved must be reserved until the papers relating thereto had arrived.

On the 4th February Sir L. West communicated the above information to His Excellency the Governor General.

The Minister further states that from information received from the owners of the seized vessels and from the Collector of Customs at Victoria, B. C., he learns that James Ogilvie, an old man and master of the "Carolina," was arrested along with the masters and mates of the "Onward" and "Thornton" and brought into court for trial, but that before sentence was pronounced he was suffered to wander away into the woods, where he died from want and exposure; that the other masters and mates, after remaining several months in prison, were released by order of the Governor of Alaska and turned adrift, literally destitute, to find their way as best they could to their homes 1,500 miles distant, and which could be reached only by a long and costly sea voyage; that the owners of the condemned vessels have received no intimation from the United States authorities of the release of their vessels, or the restoration of the valuable cargoes of seal skins and equipments on board, and that they have no information as to the condition in which their property is at the present time.

The owners are thus left in complete uncertainty as to when or where their property is to be restored, and anticipate serious damage, if not total loss, to their vessels from the tremendous gales which during the past winter have swept the north Pacific coasts. They also state that, knowing well, as they do, the character of the Indians in that vicinity, and apprehending that no very vigilant watch has been kept over their property, they fear that everything movable will have been carried away. If they are compelled to receive the vessels at Oonalaska where they have been detained, it will necessitate the chartering of a steamer, with men and supplies, at great expense, and a round voyage of some three thousand miles in order to bring them to Victoria.

The consequent damage and loss to vessels and cargoes through detention, and the heavy cost which will be entailed in bringing them to the home port, the owners consider good ground for claiming consideration from the United States authorities when the question of reparation is being settled.

The Committee concurring in the foregoing report of the Minister of Marine and Fisheries, advise that Your Excellency be moved to call the attention of Her Majesty's Government again to the grave injustice done by the United States authorities to British subjects peaceably pursuing their lawful occupation on the high seas, and to the great delay which has taken place in enquiring into and redressing the wrongs committed, to the severe, inhospitable and unjustifiable treatment of the officers and crews of the vessels seized, and to the serious loss inflicted upon owners of the same, in order that full and speedy reparation may be made by the United States Government.

All which is respectfully submitted for Your Excellency's approval.

JOHN J. MCGEE,
Clerk Privy Council.

CUSTOM HOUSE, VICTORIA, 23rd April, 1887.

SIR,—In reply to your letter of the 15th instant, I beg to state that none of the masters or mates of the vessels seized in Behrings Sea, in August last, remain now in imprisonment. When the vessels were condemned, the Judge, Mr. Dawson, sentenced masters and mates to fines which were never paid, and to different terms of imprisonment. Ogilvie, master of the "Carolina," an old man, was arrested and brought into court, but before the sentence was pronounced he wandered away into the woods and died there. The others, after serving a time in prison, were released by an Order of the Governor, and turned loose, literally destitute, to find their way home in any way they could. The vessels themselves, "Carolina," "Onward" and "Thornton," are now, as far as we know, in Oonalaska, but unless they have been properly taken care of, which in such a place seems scarcely probable, they must, during the winter months, have suffered greatly, even if they are still in existence. The skins taken from them, are, we believe, stored in the Alaska Fur Co.'s warehouses at Oonalaska; the guns and ammunition were taken to Sitka, and are in the care of the United States Marshal.

The chronometers and charts of two of the vessels were left in Oonalaska with the vessels. The chronometer of the other, with one or two boats, was taken, we were told as evidence, to Sitka.

No notice whatever respecting the release of the vessels, or the delivery of their equipments, or of the skins, has been received by the owners. No word of any description has been conveyed to them by the United States authorities.

I have the honor to be, Sir, your obedient servant,

W. HAMLEY.

JOHN TILTON, Esq., Deputy Minister of Fisheries, Ottawa.

VICTORIA, B. C., 14th April, 1887.

DEAR SIR.—Your advice of 2nd inst. is to hand. In reply would say we have not been advised whether the vessels are to be returned to us at Victoria, or, are we to incur the expense and risk of taking them from Oonalaska, and accept the skins in the condition they may be found, as an offset in full against the amounts set opposite them in our claims. The expense and risk of getting them to Victoria will be great, as there is no direct way of transferring men and supplies, a distance of 1,500 miles.

It will necessitate the chartering of a steamer, and owing to the tremendous gales in the North Pacific the past winter, the vessels may be very seriously damaged if not totally lost. Knowing the Indians as we do, we anticipate that everything movable will be carried away.

The vessels and skins are left in the care of not too friendly a concern, namely, the Alaska Commercial Company's Agent, *alias*, the United States Marshal.

Remaining, Dear Sir, Your obedient servants,

CARNE & MUNSIE.

JOHN TILTON, Esq., Deputy Minister of Fisheries, Ottawa.

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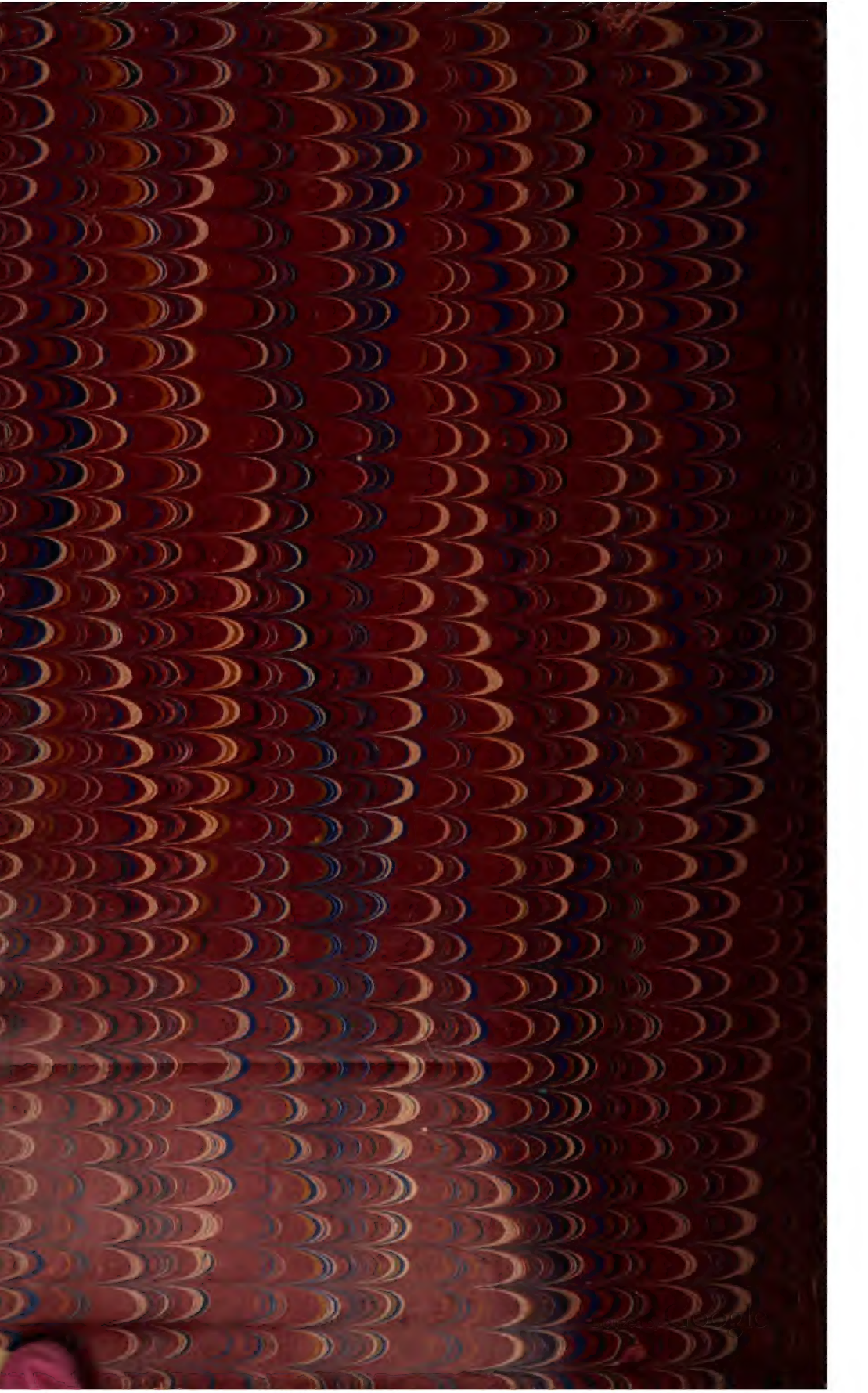


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